

THE WORLD'S FIRST AIR CARGO MAGAZINE — NOW IN ITS 18th YEAR

AIR TRANSPORTATION

FEBRUARY • 1960

The Air Magazine for The Modern Shipper

Vol. 36 No. 2

IN THIS ISSUE . . .

*The Hercules Shows How
It's Done*

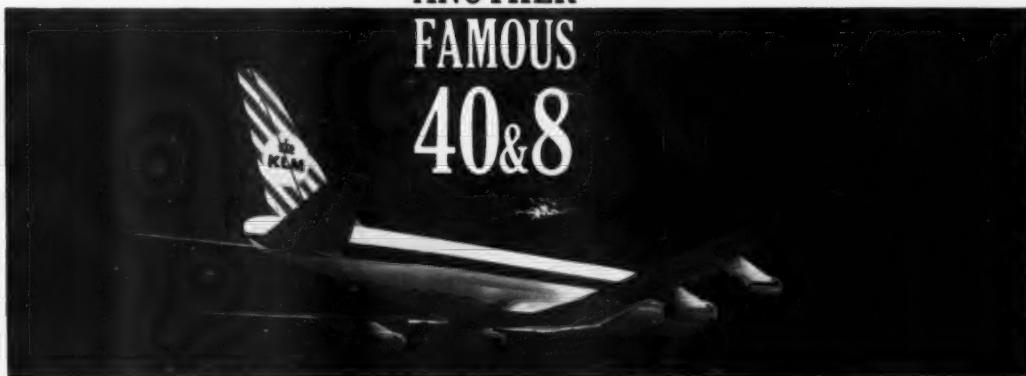
*How Raytheon Saves
Up to 13 Days*

*Everything—Well, Nearly
Everything—Moves By Air*

*and many other features of
interest and value to
shippers*

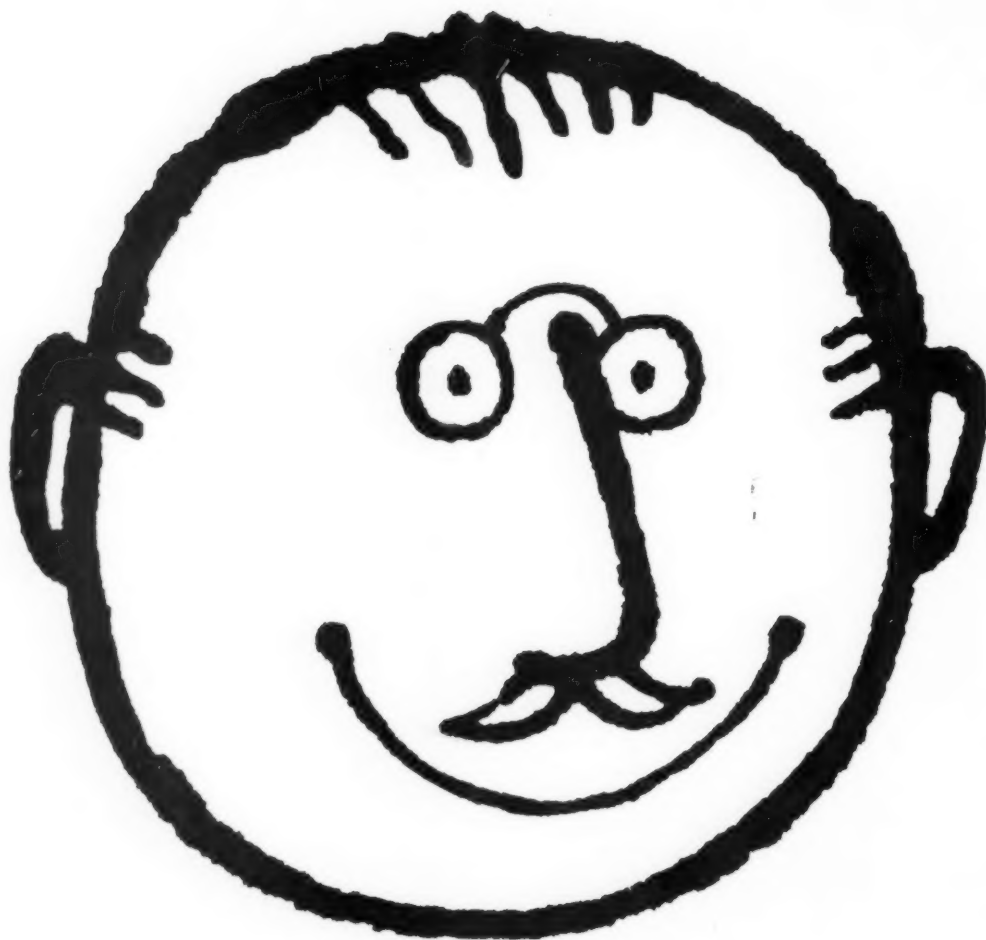


ANOTHER
FAMOUS
40&8



THE NEW KLM DC-8 JET CARGO SERVICE. The original "40&8" was a French boxcar during World War I. The boys in the A.E.F. knew it as their Pullman to the front. After that ride, it was all on foot, through the mud to the trenches. The "40&8" took its name from the load capacity stencilled on its side . . . 40 Hommes & 8 Chevaux . . . 40 Men & 8 Horses. It was and is the most famous boxcar in history. But now, KLM whose own history dates from World War I, introduces another "40&8," destined to be just as famous in its own right. On its 40th Anniversary, KLM introduces its new DC-8 Jet Cargo Service, soon ready to carry your products to the selling fronts the world over. It will deliver your shipments in a few hours or overnight to any market on the globe. It will reduce your inventory and handling costs, open up vast marketing areas to increase your profits. For more information on the new KLM "40&8," contact your freight forwarder, cargo agent or KLM, 609 Fifth Avenue, New York 17, N. Y. — PLaza 9-2400.

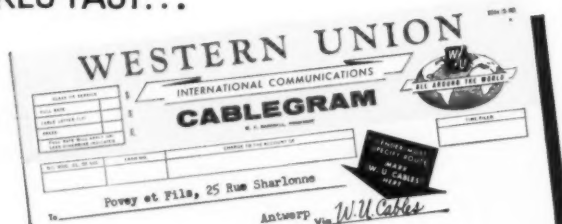




AHH...ANSWER FROM ANTWERP!

GOOD THING I ROUTED MY CABLE "VIA WESTERN UNION".
GOT THE FACTS AND FIGURES FAST...

IN WRITING. I LIKE
THAT WESTERN
UNION EFFICIENCY!



NEW 1960 "JET-LIFT CARGO" SERVICE!...

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All your shipments get "Jet-Lift Cargo" Service—when they go via Sabena's all-new "Jet and Cargo" Fleet. New Sabena "Intercontinental" Jet Boeing 707's speed your shipments to destination on daily 6¾ hour non-stop transatlantic flights. Giant all-cargo DC-6A's give the same "Jet-Lift Cargo" Service—on overnight transatlantic schedules. Plus all cargo fleet within Europe to your key destinations.

Sabena "Jet-Lift Cargo" Service daily—to *Frankfurt, Milan, Tripoli, Johannesburg* and 101 other destinations in Europe, Africa and the Middle East! For details, call your cargo agent or one of 26 Sabena Offices in North America.



BELGIAN *World* AIRLINES

Sabena Building, Fifth Avenue,
New York 19, N. Y.

FEBRUARY 1960—PAGE 3

AIR TRANSPORTATION

The World's First Air Cargo Magazine

Established October, 1942



Member of Business Publications Audit
of Circulation, Inc.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarding.

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Air India, BOAC, Qantas To Coordinate Operations

April 1, 1960, has been set as the target date for the start of joint operations by three British Commonwealth air carriers: Air India International, British Overseas Airways Corp., and Qantas. Executives of the three airlines have reached agreement to "coordinate operations in a drive to expand their share of the world's international air traffic in the Jet Age."

The three-airline network stretches from London eastward to India, Australia, Hong Kong, and Japan; and westward from the British capital to New York. Each carrier will retain its own "identity, individuality, complete independence, and its right to develop its own future." It was also pointed out that they will avoid purchasing aircraft in a pool.

Japanese Maritime Firms Ponder Forming Airline

Three major shipping firms in Japan are considering the organization of a cargo airline which would operate between Japan and the United States. The maritime companies reportedly involved in the plan are Nippon Yusen Kaisha, Osaka Shosen Kaisha, and Mitsui Steamship Co. Japan Air Lines, scheduled carrier on this route, may be invited to join. According to a report from abroad, two DC-4 airfreighters will form the initial fleet if the project goes through. One report stated that the new carrier would offer lower-than-IATA rates.

The Name Now is Irish International Airlines

Irish Air Lines is now Irish International Airlines. The announcement of the name change, issued by James O. Leet, vice president—North America, explained that "Irish International Airlines is much more descriptive of our service to many European capitals." Nearly a quarter-century old, the Dublin-based carrier today serves 25 European cities. It inaugurated transatlantic services in April, 1958.



Leet
Gives the news

Foreign Air Carriers Protest Forwarder Charter Restriction

Five foreign airlines are understood to have filed protests, or about to file them, with the Civil Aeronautics Board. Their protests are centered on the new CAB rules governing the operations of international air freight forwarders, one provision of which is claimed to discriminate against foreign airlines interested in selling their cargo charter services to the forwarders (January 1960; Page 6).

The offending portion of the amended Part 297 of the Board's Economic Regulations is Section 297.23. This issue contains the complete official text of Part 297 (see Page 22).

How Section 297.23 got to be the way it now reads has turned out to be somewhat of a mystery. The United States international airlines profess to know nothing about it, and the Board appears to have been embarrassed by it. According to word from Washington, there is a strong possibility that Section 297.23 shortly will undergo revision, eliminating the restriction.

KLM, in its petition to the Board, stated that Paragraph (a) of Section 297.23 imposes "a substantial discrimination against foreign flag air carriers operating on international routes and a concomitantly substantial preference and advantage in favor of United States flag carriers operating on the same routes, with respect to cargo charters by air freight forwarders." The petition said that the new section would place the Dutch airline in the following position:

"If an international air freight forwarder wished to charter an aircraft for the transportation of cargo between New York and Amsterdam, it would be required to charter

aircraft of Pan American World Airways, Inc., or Seaboard & Western Airlines, Inc., or secure the written consent of Pan American and Seaboard & Western to charter aircraft of KLM or secure specific authority from the Board to do so. Thus, the Board by imposing on international air freight forwarders a substantial burden if they choose to deal with KLM—a burden which they do not have if they deal with Pan American or Seaboard & Western—will necessarily have deterred international air freight forwarders from chartering aircraft from KLM. This not only adversely affects KLM, but also the international air freight forwarders by limiting the direct air carriers with which they conveniently deal. The consequence of this deterrent will be the diversion of cargo traffic from KLM to Pan American and Seaboard & Western.

KLM, which said it is flying more than 4½ million pounds of cargo per year eastbound out of New York, said that "diversion of any substantial part of this cargo traffic as a consequence of Section 297.23

(Concluded on Page 30)

Slick Tells CAB He Is Seeking a Merger Deal

Earl F. Slick, chairman of Slick Airways, currently inoperative as a common carrier, told the Civil Aeronautics Board that his company is seeking to merge with responsible financial interests. Merger discussions are underway, it was reported, but no further disclosures were made. Slick indicated that the merger may be concluded within six months.

The airline head, a pioneer in United States all-cargo airline operation, stated that a permanent operating certificate and eligibility for subsidy are necessities for successful operation and competition.

Negotiation with the Boeing Airplane Co. for the purchase of a pure jet airfreighter was disclosed by Slick. Price of the plane, contingent on an order for eight such jets by another carrier, would be \$6,025,000.

Hildred Sees Dramatic Cargo Increase in 1960

Sir William P. Hildred, director general of the International Air Transport Association, reported that IATA world cargo estimates for the year 1960 may come close to the two billion ton-kilometer mark. It is expected that North Atlantic cargo traffic will continue to rise sharply this year, reaching at least 50 million kilograms. He foresaw the further growth of cargo traffic this year as "dramatic."



Hildred
New records ahead

Parke, Davis does World Trade at Jet speed via B·O·A·C

The distribution of drugs and vaccines to overseas markets requires careful scheduling in order to meet the requirements of the overseas customer.

This is one reason that Parke, Davis & Co. regularly uses BOAC Cargo service. During last summer's polio season alone, Parke, Davis made many shipments of 'Salk' vaccine to England. In quantities as large as 9,000 pounds. They arrived overnight!

Another reason for air distribution: BOAC's convenient flight frequency to the main markets of the world ensures minimum transit times from the end of the pro-

duction line to customers.

BOAC offers frequent convenient flights from New York, Boston, Chicago, Detroit, Honolulu, San Francisco, Montreal, Toronto. Offices also in Atlanta, Buffalo, Cleveland, Dallas, Los Angeles, Miami, Philadelphia, Pittsburgh, Washington, Vancouver, Winnipeg.

Air delivery ensures minimum spoilage and longer shelf life. Try BOAC next time!

Frequent flights means certain space for your shipment. For full information consult your freight forwarder, BOAC cargo agent, or any BOAC office.



The illustration depicts a BOAC cargo aircraft on a tarmac. In the foreground, a pilot in a dark uniform and cap stands next to a cart loaded with several large boxes. The boxes are labeled 'PARKE-DAVIS' and 'PARKE'. The pilot is holding a pen and looking at the boxes. In the background, a small ground vehicle is visible near the plane. The tail of the plane features the BOAC logo and the text 'B·O·A·C'.

World Leader in Jet Travel
B·O·A·C
takes good care of your cargo

**General Sales Agents for Qantas,
TEAL, SAA, CAA, MEA, BEA and BWIA.**

PARKE-DAVIS

Harry B.

"Chicago Tribune readers in Miami read it while it's hot thanks to Delta Air Freight"



Daily editions of the Chicago Tribune are rushed to readers in Miami in a matter of hours by Delta Air Freight, so the news is fresh and lively.

"There's nothing as perishable as news," says A. R. Platt, Transportation Manager. "Delta has proved to be our most effective means of getting the news, while it's hot, into the hands and minds of our readers in the Miami area. We particularly appreciate the alert, informed, and cooperative attitude of the Delta Air Freight personnel."

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Delta operates all-cargo flights and in addition carries freight on every passenger flight, including Jets, throughout the richest half of the U.S.A. Delta cuts a dozen hidden costs of surface shipping for most every product under the sun... gives you next-day delivery to boot! Call Delta or write:



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Charlotte • Chicago • Cincinnati
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Dallas • Miami • Orlando
Tampa • Memphis



GENERAL OFFICES: ATLANTA AIRPORT, ATLANTA, GEORGIA

PAGE 8—AIR TRANSPORTATION—*Air Commerce*

BETWEEN MODELS



The question is: Which of the models does John D. McPherson, president of Airborne Freight Corp., appreciate most? This scene occurred during Airborne's recent reception for its three new officials: D. K. Sherman, R. W. Kummer, Prof. C. Obata. Seven beautiful models (live) were on hand, each representing one of the Airborne seven companies. With McPherson is Miss Pan Maritim, who studies DC-8 swingtail model.

New Participation In Fiji Airways Announced

British Overseas Airways Corp. and Tasman Empire Airways have joined Qantas as equal partners in the ownership of Fiji Airways. Qantas originally purchased control of Fiji in 1957. The move was described as "a new partnership designed to further the development of civil aviation within Fiji."

3 Plane Manufacturers In Britain Amalgamate

A new aircraft manufacturing giant has arisen in England. It is composed of the merged interests of Vickers-Armstrongs, English Electric, and Bristol Aeroplane. The company will own and operate three subsidiaries: Vickers-Armstrongs (Aircraft), Ltd.; English Electric Aviation, Ltd.; and Bristol Aircraft, Ltd. Hunting Aircraft, Ltd., may become a fourth subsidiary if negotiations with the Hunting Group are successful.

CARGO SEND-OFF



When TWA inaugurated its Boeing 707 jet service to Paris and Rome recently, all of the commercial freight aboard the flight represented shipments forwarded by Air Express International Corp. AEIC freight is shown being loaded into TWA's inaugural jetliner at New York International Airport.

First arrival abroad —with eager-beaver service!



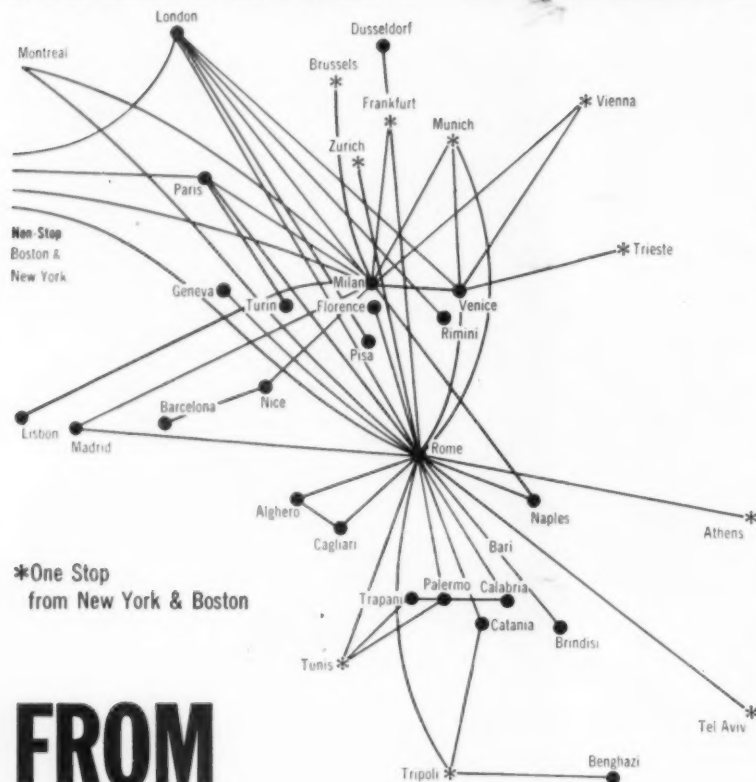
Fast take-off... first arrival at destination abroad — that's what Railway Express Eager Beaver service means to rushed shippers.

Our Eager Beavers hustle your shipment aboard without delay at any of 16 major airport gateways. It's first off-ground on the next IATA flight direct to overseas destination. And whether importing or exporting, you enjoy specially reduced surface rates in the U.S. between gateways and other domestic points.

Across the ocean, across the nation or across town, Railway Express offers you service no other organization can match. Next time you ship, let our Eager Beaver service help you!



NOW! NON-STOP[†] AIRFREIGHT SERVICE



FROM MONTREAL TO MILAN

ALITALIA expands its airfreight service again—now offering two non-stop flights from Montreal every week to Milan and one-stop to Rome. As always, you get fast on-the-ground personalized handling and reserve cargo privileges when you ship via ALITALIA. Four main ALITALIA arteries also provide you with one-carrier Air Cargo service between New York, Boston, and African, Middle and Far East cities.



ALITALIA

The world's fastest growing airline



†Effective
March 3, 1960

For flight schedules and air cargo memorandum tariff, contact your local ALITALIA office. Or write ALITALIA Airfreight, 666 Fifth Avenue, New York 19, N. Y.

PAGE 10—AIR TRANSPORTATION—Air Commerce

From The Readers

... I trust that the sanguine views for the future of the air cargo business expressed by myself and my fellow panelists will be fulfilled. If they are, *Air Transportation* is in an excellent position to become a spokesman for America's newest basic industry.

Earl Dallam Johnson
President
General Dynamics Corp.
New York, N. Y.

Air Transportation keeps getting better all the time. There never is a dull issue ... The information in your magazine has helped me many times.

Herman Overman
Chicago, Ill.

I have enjoyed your magazine very much.

S. Guerrant
Traffic Manager
Anderson-Tully Co.
Memphis, Tenn.

... Very interesting magazine. Many interesting articles.

D. J. Gallagher
Supervisor
RCA Victor Co., Ltd.
Prescott, Ont., Canada

The article, *And So Ends a Decade*, ... was an excellent service piece. May I compliment you and your staff for the fine issue?

Ted McNulty
Assistant Publicity Director
Newsweek
New York, N. Y.

Allow me to compliment you on an excellent publication. It is one of the best trade journals I have seen in a long time.

William C. Burke
District Cargo Representative
British Overseas Airways Corp.
Dallas, Texas

As is the case with every issue, you have once again put together a stimulating and thought-provoking magazine.

R. J. Graulich
Traffic Manager
Time-Life International
New York, N. Y.

I find every issue of *Air Transportation* valuable. I have been reading it for three years and it has been a steady help.

Bernard Stellman
Philadelphia, Pa.

... It's a very lively magazine and an informative one ... I was first introduced to it in Europe.

A. A. Kruger
New York, N. Y.



Solving an \$80,000,000 problem

Purchasing agents and traffic managers have a problem: how to maintain an uninterrupted supply of materials to meet production schedules.

Last year, for example, Emery Air Freight shipped about \$80,000,000 worth of materials to help solve this production problem in the electrical and electronics industries alone.

Said Mr. Henry E. Giese, Manager—Traffic and Staff Purchasing, ITT Federal Division of International Telephone and Telegraph Corporation:

"We found Emery provided more advantages than any other air freight service. For example, nationwide coverage, teletype information, use of all airlines, 24-hour pickup and delivery. This means overnight delivery from anywhere in the country to our plant in Clifton, N.J. We knew when shipments would be delivered to us so we could maintain production schedules."

Call your local Emery office for full information. Write Emery for free copy of Special Rates for the electrical—electronics industries or rate information for any other industry.

SEE THESE EMERY SAVINGS*

	2500 MI.		1700 MI.		700 MI.	
	Emery	Air Express	Emery	Air Express	Emery	Air Express
50 lb.	\$25.54	\$39.70	\$20.93	\$28.50	\$14.77	\$12.50
100 lb.	40.90	77.40	32.30	55.00	20.10	23.00
200 lb.	73.00	154.80	55.20	110.00	31.80	46.00

*Rates apply to most commodities between most major cities.



EMERY AIR FREIGHT

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From FREIGHT NEWS
U. K. Editorial Associate of
Air Transportation

One of the brighter features in the general air charter market scene has been a modest but decided increase in cargo interest. Aircraft availability had been good; and this, coupled with a firmer cargo inquiry, has resulted in some worthwhile fixtures. In other sections of the market, too, interest has been well maintained at previous levels. Additionally, some very good work has been done by Baltic Exchange airbrokers in the way of arranging payload for otherwise empty legs. A calculation made at recent date showed the overall fixture-to-inquiry ratio to be 28%.

Duplication of inquiry has again proved disruptive and time-wasting. A number of intending charterers have been attempting to improve their hands in deals for aircraft space by placing the same business with more than one intermediary, but with little success, fortunately, since the practice is not only frowned upon by airbrokers as a whole but soon detected by them. Duplication, in point of fact, usually defeats its own object.

A certain amount of confusion has oc-

curred in market negotiations for other reasons. According to E. A. Gibson & Co., Ltd., London, "quite considerable difficulties" have arisen as a result of some lists of empty-leg aircraft being widely circulated and being proved not entirely accurate. These brokers state that it is the policy of some carriers to quote an empty leg, say to the Far East, without actually having a return load fixed, in the hope of generating outward traffic; then if they succeed in an outward fixture, they attempt to negotiate a return load.

This particular practice is, at very least, annoying to the charterer. And the danger is that once involved in such a deal he may avoid the charter market when arranging for his future requirements. The trouble is, having reached a firm stage in negotiation, he sometimes finds the carrier's availability position has changed completely. There is, of course, a lesson in this: use the services of the accredited airbroker. They offer everyone an efficient and competitive service at the lowest possible cost.

On the question of current availability, a point worth noting by all concerned with forwarding is that aircraft are in good supply, particularly the twin-engined types. Some very low terms have recently been offered by operators; and one cannot but help wonder whether the possibilities of air charter are fully appreciated by business houses requiring speedy transit. A study of air market rates now may prove not only instructive but also a profitable experience. The advantages compared with surface carriage are: speed, lower packing costs; smaller insurance charges; simplicity of documentation and fewer formalities; and sometimes, wider choice of routes.

It is, perhaps, a sign of the times that increasing numbers of air operators, British and foreign, are arranging representation on the Baltic Exchange. A year or so ago, the airlines were almost uninterested in selling transport outside the scheduled service market. But things have altered appreciably: for many of those whose job it is to promote business, the order of the day now seems to be, "Investigate the possibilities of extra cargo work and employment in the charter market."

In the long run, the air charter market can only benefit from all this. In turn, greater airline interest means more work for the broker, more employment for the airline, and an improved service for the charterer. And, of course, business of this nature tends to be cumulative.

The following is a selection of cargo-only fixtures recently reported, these being additional to contracts of a mixed nature: *Skymaster*, Karachi/Amsterdam; *Bristol Freighter*, 3,000-kg. load, London/N'Dola/Salisbury; *Bristol Freighter*, 3,700-kg. load, electronic equipment, Stuttgart/Helsinki; *DC-4*, 8,000-kg. load, London/Baghdad; *York*, 7,500-kg. load, London/Copenhagen; *Super Constellation*, Milan/New York; *Argonaut*, Amsterdam/Kuwait; *Skymaster*, Rhodes/London; *Viking*, Basle/London/Zurich; *Viking*, Basle/Palma; and *Skymaster*, 6,000-kg. load, Stockholm/Edinburgh.

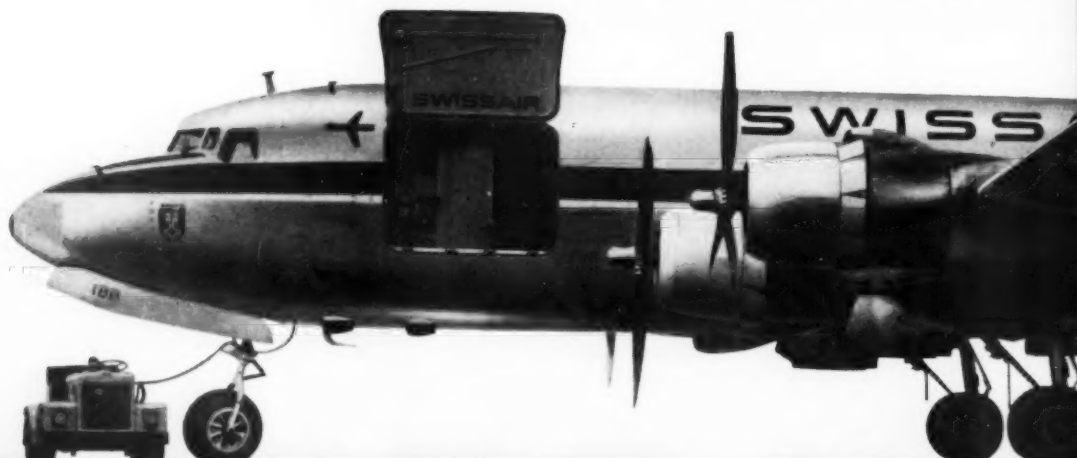
Early last month, E. A. Gibson & Co., Ltd., reported:

"Judged by the amount of new enquiry which has come on to the market . . . the start of the New Year doesn't at first glance appear to be particularly promising and most brokers report only moderate activity. On the other hand the list of
(Continued on Page 30)

SWISSAIR &

Two all-cargo flights every week—
to anywhere in Europe and beyond

CALL YOUR FREIGHT FORWARDER OR SWISSAIR • OFFICES IN NEW YORK • CHICAGO • SAN FRANCISCO • LOS ANGELES



TUESDAY

NEW EQUIPMENT

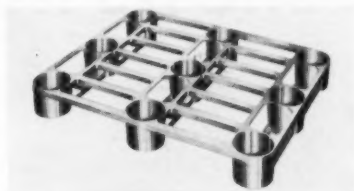
FOR THE

Shipper & Carrier

The Armstrong Corp Company Research and Development Center has developed a new type of internal cushion packaging material that has one of the "highest energy absorption per dollar values, is white in color, clean, light weight and highly resilient." Called Armstrong Resilo-Pak, the new plastic material is said to retain its physical characteristics from minus 85°F to 175°F, is dimensionally stable at normal temperatures, has a neutral pH, is non-abrasive, non-dusting and non-hygroscopic. It can be die-cut to form a variety of cushioning or positioning shapes that previously had to be molded, Armstrong stated. It was pointed out that among the many uses for ResiloPak is as an interior cushioning and positioning material or separators for products which are fragile or require quick and easy positioning techniques such as electronic parts, radio tubes, fine china, windshields, glassware, grinding wheels, appliances, furniture, metal moldings, electrical coils, dentures, glass eyes, musical instruments, delicate instruments, automobile, airplane, motorcycle and boat motor parts, etc.

Mag-Craft Corporation, Grand Rapids, Michigan, has announced production of a

new magnesium material handling pallet which reportedly offers numerous advantages over its counterpart in wood. Drastic weight reduction and increased load capacities in addition to extreme handling ease are but a few, it is said. The firm adds that absence of fasteners and



high mortality materials "eliminates the age old pallet maintenance problem." Other features of this pallet (available in aluminum also) are consistent size and weight, reduced load damage, four-way entry, ease of storage, and personal safety. Mag-Craft stated that its new pallet is available in a variety of sizes to meet the needs of most applications.

Yale Materials Handling Division, The Yale & Towne Manufacturing Company has developed an upending and rotating ram and fork attachment for use on heavy duty electric trucks, aimed at simplifying the handling of coiled steel either placed flat on pallets or in an upright position. Twenty-one separate hydraulic functions control the six major movements of a load possible with the new device. Capacity of the attachment ranges from 15,000 to 20,000 pounds to accommodate the majority of coils presently being handled in conjunction with pallets. Yale said that the

"versatility of this attachment is such that one man operating the truck can handle and stack coils in a normal ram truck fashion; rotate and upend a coil on end to place it flat on a pallet; conversely, remove a coil from a pallet and turn it for placement on a mandril; and handle and stack palletized coils."

It was pointed out this diversity of operation is accomplished with a pair of rotating forks, a pivoting ram and independent side-shifting of either ram or forks. All functions are controlled from operating handles conveniently placed on the cowl at both the truck's dual operating stations. Yale said that by performing all the necessary coil handling functions in a single unit, it has provided a means to eliminate costly rehandling practices, both producers and users of coil steel or non-ferrous metals. The truck and attachment are capable, in a producers plant, of removing the coil from a production line, placing it on a pallet and moving it to storage. At the plant of a user, the truck takes over coil handling from the time of receipt of the material either on or off a pallet and moves the steel to a mandril at the head of a stripping line.

A new mobile compact Hydraulic Lifter and Transport Truck designed for use by one man, has been announced by Langley Manufacturing Co., Inc., Cambridge, Mass. Featuring foot operation, the Model PFD Little Dickie reportedly needs minimum foot effort for lifting loads up to 750 pounds (1,000 pound test). Lifting to a height of 64" above floor level, the unit frees high-rate power equipment for bulk handling operations. Langley pointed out

(Concluded on Page 38)

SWISSCARE

*plus cargo service every day
—all the way to Tokyo*

CLEVELAND • PHILADELPHIA • ATLANTA • DALLAS • WASHINGTON • DETROIT • NEWARK • TORONTO



& FRIDAY

FEBRUARY 1960—PAGE 13

Mass air-drop of earthmoving equipment

THE HERCULES SHOWS HOW IT'S DONE

EXERCISE Ranger Bulldozer—carried out recently by the 101st Airborne Division, Fort Campbell, Ky., and a dozen Lockheed Hercules C-130s of the 839th Air Division, Tactical Air Command, Sewart Air Force Base, Tenn.—has pointed the way to new military possibilities.

A new page of military history was written when an entire airborne engineer battalion, plus an amazing variety of heavy equipment, were airdropped at Camp Breckenridge, Ky. The drop zone was a strange and unprepared one.

The Aerial Delivery Platoon of the 521st QM Parachute Supply and Maintenance Company was responsible for rigging a total of 87 loads of engineer equipment, ammunition, gasoline, food, water, etc. The whole rigging job was accomplished in only 9½ hours. One-quarter of the loads—22, to be exact—consisted of earthmoving equipment weighing close to 21,000 pounds each. Not one was lost.

Chute the Works

Half of the Hercules propjets in the exercise made passes over the drop zone. Caterpillar bulldozers, Reo dump trucks, Hough tractors, road graders, arms, tools, ammunition—"everything needed for fighting off an aggressor (maneuver) enemy, feeding the troops, and building the strip"—were chuted from the six-mile-a-minute transports in tight patterns. The total airdrop mission was performed in minutes.

Within 30 minutes, men of the 326th Airborne Engineer Battalion were building an airstrip. In a matter of only hours they carved out a 2,000' x 50' emergency landing strip. Two days later it was turned into a minimum operational strip, 500' longer and 10' wider, able to accommodate assault aircraft.

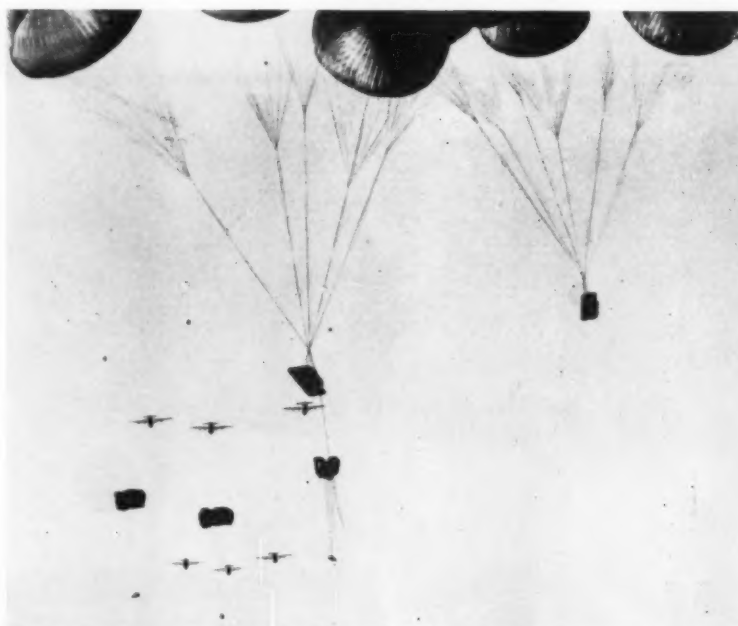
Exercise Ranger Bulldozer was prepared to simulate a situation which Army engineers and the 101st Airborne Division would meet in a possible brushfire war in any part of the world.

It was pointed out that "the infantry battle groups of the division are pre-

(Concluded on Page 24)



Flying above Camp Breckenridge, Ky., this Lockheed Hercules propjet discharges a 20,000-pound bulldozer. Half an hour later, paratrooper engineers were using it to build strip.



In this photo five loads totaling over 100,000 pounds are visible moments after their airdrop. Sixth plane's load was not caught by camera. In all, 87 cargo drops were made.



Precious Package...

Kid glove treatment is S.O.P. with Riddle Airlines. Air Cargo—from live animals to heavy machinery, with fruit, flowers, fish, and fashions in between—goes first class when you ship Riddle!

Follow the lead of progressive shippers...and switch to Riddle! You eliminate crating costs and excess shipping weight, and you pay lower insurance premiums. Most important, your cargo is shipped "T.N.T."—Tonight Not Tomorrow!

SWITCH TO RIDDLE... and SAVE!

**Nation's Largest
North-South
All-Cargo
Airline**



Executive Offices, International Airport, Miami, Florida, Phone TU 7-2651

U.S. Scheduled Air Cargo Route 109 and 120 WORLD-WIDE INTERLINE CONNECTIONS

FEBRUARY 1960—PAGE 15

HOW

RAYTHEON

SAVES UP TO 13 DAYS

AIR cargo makes a lot of sense to Raytheon Company. Besides making sense, it helps to save a respectable amount of hard cash.

It's all in the manufacturer's dovetailing air cargo with modern communications devices, data processing equipment, and automatic inventory controls.

The whole system, inaugurated at Raytheon's Distributor Products Division at Westwood, Massachusetts, goes under the name of Unimarket.

What does Unimarket do? It casts branch warehouses aside by "compressing the distribution cycle to provide 24-hour deliveries to distributors in principal cities across the nation." A single Unicenter serves Raytheon's 700 distributor clients.

According to John T. Thompson, division manager, newly designed Western Union equipment coupled with the jet freight services provided by American Airlines have made it possible to complete deliveries in one day from the time of receipt of order.



RAYTHEON'S UNICENTER at Westwood, Mass., where private wire orders transmitted by customers across the United States, are received and translated into invoice and packing slip for shipping and billing the same day. Air cargo does rest of job.



RAYTHEON EMPLOYEES at the company's Distributor Products Division are shown packing electronic tubes and components for airshipment to widely separated areas.

Unimarket's Plus Factors

- ✓ Faster, more complete service to distributors.
- ✓ Eliminated three field warehouses.
- ✓ Slashed duplicated inventories by \$2 million.
- ✓ Eliminated taxes on duplicated inventories.
- ✓ Did away with back-ordering.
- ✓ Erased extra billing costs on back orders.

Time savings go as high as 13 days. On the average, Raytheon has cut six days from the previous normal delivery time—that is, from a previous seven-day cycle to the present one day.


(Concluded on Page 24)



The kid glove treatment

"From the way your boys loaded my oil drills, you'd think they were made of glass": a recent quote from a pleasantly surprised first-time shipper on El Al. He just wasn't used to seeing such extraordinary care and attention given to machinery. But delicate handling is a matter of course at El Al Air Cargo. You see, El Al is large enough to carry anything you've got — from

watch movements to generators — yet small enough to fuss over your shipment like a mother hen. For more information about El Al Air Cargo, call or write El Al Israel Airlines, Air Cargo Service, New York International Airport, Cargo Building 83, Olympia 6-5290.

EL AL AIR CARGO 

LONDON • PARIS • ROME • BRUSSELS • COLOGNE • VIENNA • ZURICH • ATHENS • TEL AVIV • (AND ALL OTHER POINTS IN EUROPE, AFRICA AND THE MIDDLE EAST)

FEBRUARY 1960—PAGE 17

Everything—Well, Nearly Everything



AZUMANISHIKI. Japan Air Lines flew 16 such rare goldfish, valued at \$2,000 each, from Tokyo. Michio Hanaoka, of JAL (left), hands one to C. C. Coates, director of N. Y. Aquarium. All were gift.

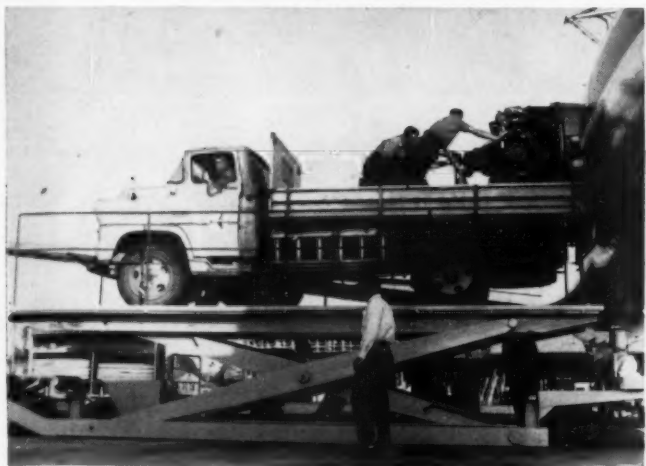


SPORTSCAR. KLM Royal Dutch Airlines hauled this Panhard sports coupe model from France where it is manufactured. Car was assembled especially for exhibition of foreign cars held in Boston.



HEADRESSES. Flown to New York by Air France, 13 cases of Japanese headresses are checked by their designer, the Marquis de Larrain. Shipment was worn in a special ballet presented at a charity ball in the Waldorf-Astoria and jointly sponsored by the French airline and Cartier.

PIPING. Swift coast-to-coast airshipment of 14 tons of 5-inch steel oil refinery piping, carried in a TWA Super-H Sky Merchant, reached Bahrain-bound ship before scheduled departure. Note how piping (only part shown) is secured.

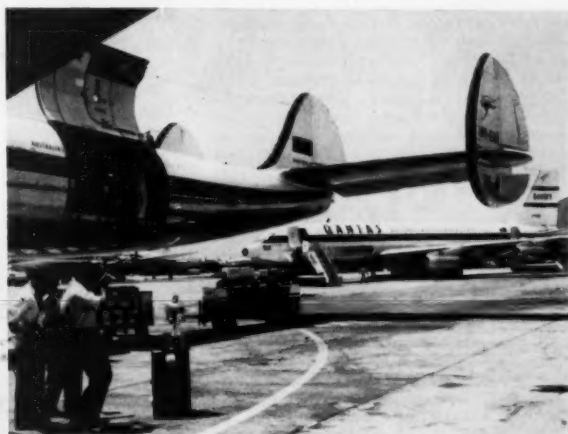


TRANSFERS. Swissair's new platform at Zurich Airport has reduced loading time in cargo transfers. It can lift 10 tons with a base measurement of 14 x 24 feet in a single planeside operation.

—Goes by Air



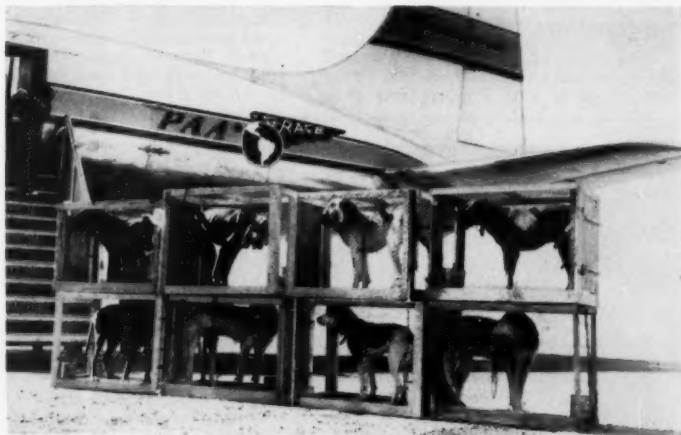
NEWSPAPERS. Flight hostesses read new Southwest Edition of The Wall Street Journal as Frank P. McGowan, executive of daily, looks on. Braniff Airways makes nightly deliveries from Dallas to Denver.



TROPHY. This Paris-bound trophy, won by France in recent rugby series, was flown in Qantas' recently inaugurated Sydney-London cargo service. Also aboard were 18,250 day-old chicks for Malaya.



TELEVISION. Northwest Orient Airlines flew the first color television-tape recorder ever exported to Japan. Packed in 8 crates and cartons, the shipment weighed 3,000 pounds. At loading in New York were (left) Tsuyoshi Fukada, president of U. S. Branch, Okura & Co., and Frank Takabe, his assistant. It's consigned to Nippon-TV Network which will increase color shows.



DOGS. These 8 hunting dogs, shipped from Arizona, were airfreighted by Panagra to South America to join a jaguar-hunting expedition in the jungle territory inside Bolivia.



CHAPEAUX: Airlifted to Los Angeles for the West Coast outlets of Sears Roebuck, this shipment of spring hats was in cargo which made American Airlines first domestic air carrier to reach 100 million ton-miles of freight. Photo shows Pamela Prince modeling bonnet for E. Honeyman, Sears buyer.

INTERLINE

AA-DAL ALL-CARGO

American Airlines and Delta Air Lines have inaugurated the nation's first all-cargo interchange service across the southern transcontinental route. The operation provides a direct link between Atlanta and Los Angeles and San Francisco. Delta crews take over American's DC-6A freighters at Dallas, flying on to Atlanta. Overnight service is on a Monday-through-Friday basis. Eastbound aircraft leave Los Angeles at 9 p.m., arriving in Dallas at 4 a.m., and in Atlanta at 8:58 a.m., all local times. Westbound freighters depart from Atlanta at 1 a.m., reaching Dallas at 2:55 a.m., Los Angeles at 7:55 a.m., and San Francisco 10:30 a.m., local times.

Pointing to the new service, John R. Pogue, Delta's cargo manager, stated that it has been set up "in response to a proven public need for through-plane cargo service over the southern transcontinental route, the last untapped frontier for Southeast and West Coast air freight shippers." The two carriers have interchanged cargo since 1949, but this is the first time that all-cargo aircraft have been employed. It is understood that passenger-cargo jets soon will be introduced on this route.

RATES

SAS ADJUSTS RATES

Scandinavian Airlines System reported that it has adjusted its New York-Orient cargo rates so that shippers may send

consignments via the Atlantic or Pacific at identical rates. It pointed out that New York is halfway around the world from Hong Kong and Manila, but that on a mileage basis the shortest routing to both points and points West is via the Atlantic.

AIRPORTS

SEATTLE-TACOMA

Freight continues to be the airport's leading "ground-gainer." In November, 1959, it handled 3,045,315 pounds of inbound and outbound freight as against 2,678,486 pounds in November, 1958. For the first 11 months of 1959, a total of 32,265,364 pounds of freight was registered, contrasted with 27,163,529 pounds in January-November, 1958. Express poundage last November reached 226,473 pounds, a slight gain over the previous November's total of 224,784 pounds. In the first 11 months of 1959 the express total was 2,793,117 pounds, slightly higher than the January-November, 1958 total of 2,534,018 pounds.

FACTS & FIGURES

UNITED STATES AIRLINES

AMERICAN

Freight—November ton-miles, at 8,905,000, represented an 8% increase over the same month of 1958 . . . 1959 statistics showed that AA topped the 100 million ton-mile mark, the first domestic airline to do so. Final figure was 103,231,000

ton-miles. It was almost 10% above the 1958 total.

Express—1959 ton-miles rose "better than 9%" over the 1958 total. Year's total was 10,506,000 ton-miles.

FLYING TIGER

Freight—November revenues (\$1,295,064) gained 16.4% over the same month of the year before . . . The first 11 months of 1959, with traffic earnings at \$14,168,469, were 31% above the similar period in 1958.

PAN AMERICAN

Freight—For the second consecutive year, the airline exceeded 100 million ton-miles on its world-wide routes. Its 116 million ton-miles represented a 15% increase over 1958. On its transatlantic route, a 24% gain, which gave Pan Am a total of 13,860,000 pounds, placed it at the top of the airlines flying this route. Latin American cargo totaled 82,631,548 pounds in 1959, a 10% increase.

FOREIGN AIRLINES

ETHIOPIAN

Freight—5,352,000 kilos airhailed in 1959, a 35% jump over the 1958 total.

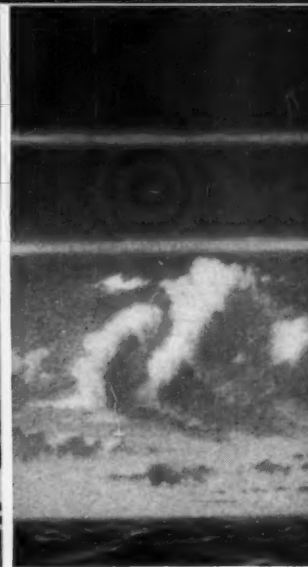
SAS

Freight—31,680,000 pounds of freight during the fiscal year ended September 30, 1959.

TRANS-CANADA

Freight—A 15% increase brought 1959 ton-miles to approximately 14,770,000 ton-miles.

TWA JET FREIGHT . . .



Use the immense cargo capacity of TWA's ever-growing Jet fleet to speed your shipment at home or abroad. With its mighty TWA Boeing 707s, TWA offers the only Jet-Freight service to European trading centers from all these major U.S.

markets: San Francisco, Los Angeles, St. Louis, New York.

With its ever-growing Jet fleet and greatly expanded all-cargo Sky Merchant Fleet, TWA provides more widely scheduled air freight service than ever before . . . serving 70

Express—Tonmiles rose 7.8% to a record total approaching 10,697,000.

HANDLING—PACKING

AMHA CHAPTER HEARS WIER

Members and guests of the Northern California Chapter of the American Material Handling Society heard Frank C. Wier, well-known material handling consultant, speak on the subject, *Men and Machines in Handling*.

PURDUE PACKAGING COURSE

A two-week campus course in industrial packaging will be conducted at Purdue University, Lafayette, Ind. Dates: March 21-April 1. The course, now in its eighth year, will be conducted by Charles Zusi. For complete information, write: Mark E. Ocker, Division of Adult Education, Memorial Center, Lafayette, Ind.

14 EXPERTS STAFF CLINICS

The panels of two Traveling Clinics presented this month by The Material Handling Institute, Inc., are staffed by 14 leading specialists on industrial material handling subjects. The first of these MHI Traveling Clinics in 1960 will be held February 24 at the Statler-Hilton Hotel in New York City. This one-day clinic consisting of four diversified panels will be cosponsored by the New Jersey and New York Chapters of the American Material Handling Society, Inc. A day later it moves to Philadelphia for a day's stop at the Warwick Hotel. This will be sponsored

by the Delaware Valley Chapter of AMHS. About 300 plant and warehouse management men are expected to attend both the Philadelphia and New York clinics. Panel members will answer questions and solve industrial material handling problems put before them by the visitors.

The topics are: *Automation and the Application of Electronics in Integrated Material Handling Systems; Plant and Warehouse Design for Efficient Materials Handling; Intergration of Packaging with Materials Handling and Distribution Systems; and Economics of Investment Justification in Material Handling Equipment.*

Executives scheduled to staff these four panels in New York and Philadelphia are: A. M. Barrett, Jr., president, Barrett-Cravens Co.; Marvin Blemly, general manager, Control Engineering Co., division of Jervis B. Webb Co.; J. M. Delfs, manager of general machinery industries sales, General Electric Co.; Clyde R. Dean, general manager, The Yale & Towne Manufacturing Co., Materials Handling Division; Wilbur Mayer, sales manager, The Loudon Machinery Co.; Francis P. Murphy, zone manager, Motorola Communications and Electronics, Inc.; George J. Hanhauser, president, Fab-Weld Corp.; R. D. Jones, general sales manager, Automatic Transportation Co.; Paul R. Hatcher, manager, Material Handling Division, Richards-Wilcox Manufacturing Co.; Robert K. Lohman, sales manager, Cargotainer Division, Tri-State Engineering Co.; Arnold R. Johnson, manager of strapping products, U. S. Steel Supply Division; R. H. Miller, treasurer, The American Monorail Co.; Herbert A. Warren, manager, Clark Rental Corp.; and George Greenberger, president, Sage Equipment Co.

GROUND SERVICES

LOWER RATE DID IT

Air Cargo, Inc.'s *Cartage Man* points out the case of C. C. Locke, ACL contractor in Memphis, who reportedly suggested to a Navy installation that it "could and should make more extensive use of air freight." If the volume of their air traffic depended on rate, Locke said, he was willing to drop his pickup rates from \$5 to \$3. *Cartage Man* states that "preliminary indications are that volume will be increased threefold, which means better service for the military, more pickup and delivery for the contractor, and more air freight for the airlines."

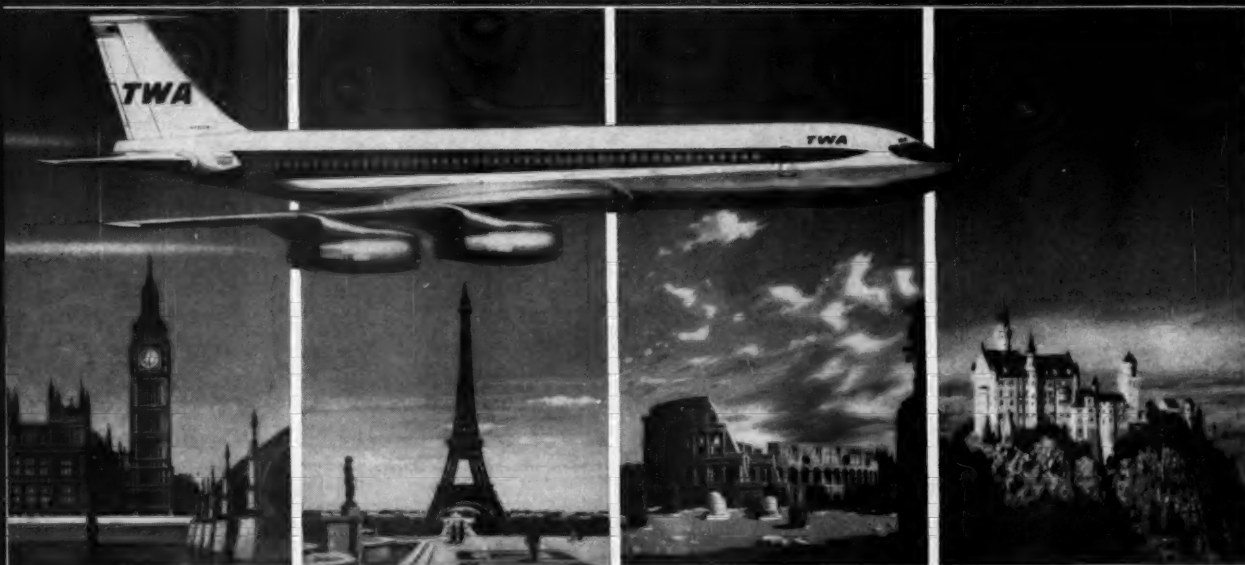
FORWARDERS

FEAR ANTI-FORWARDER MOVE

The plan of four United States transoceanic airlines for "reducing substantially tariffs applicable to overseas government air traffic" (*December 1949 AT; Page 6*), is being eyed askance by the Air Freight Forwarders Association. Louis P. Haffer, AFFA executive vice president and counsel, in a letter to CAB Chairman James R. Duffee, stated that the airline program could be construed to mean "an effective and total preclusion of the forwarder from participation in the traffic of any agency which may become a party to the contract."

The program being questioned by the
(Continued on page 31)

across the U. S. and overseas



U. S. cities and 23 world centers. *Almost anything goes* by TWA Air Freight—and, in some cases, at less cost than by land and sea. Whatever... wherever you ship, specify TWA. Call your freight forwarder or nearest TWA office today.

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PART 297—ECONOMIC REGULATIONS

CLASSIFICATION AND EXEMPTION OF

INTERNATIONAL AIR FREIGHT FORWARDERS

SUBPART A—GENERAL

297.1 *Definitions.* For the purposes of this Part:

(a) "Indirect Air Carrier" means any citizen of the United States¹ which engages indirectly in overseas or foreign air transportation² of property only, and which: (1) does not engage directly in the operation of aircraft in air transportation, and (2) does not engage in air transportation pursuant to any Board order which has been issued for the purpose of authorizing air express services under a contract with a direct air carrier.

(b) "Direct Air Carrier" means any air carrier (other than an air taxi operator) or foreign air carrier directly engaged in the operation of aircraft pursuant to a certificate of public convenience and necessity or foreign air carrier permit issued by the Board, or under other authority conferred by any applicable regulation or order issued by the Board.

(c) "International Air Freight Forwarder" means an indirect air carrier coming within the classification established by § 297.2.

(d) "Joint Loading" means an agreement between two or more international air freight forwarders, which provides for the pooling of shipments and their delivery to a direct air carrier for transportation as one shipment in accordance with the filed tariff rules of such direct air carrier.

297.2 *Classification.* There is hereby established a classification of indirect air carriers designated "International Air Freight Forwarders." An "International Air Freight Forwarder" in the ordinary and usual course of its undertaking, assembles and consolidates or provides for assembling and consolidating of property or performs or provides for the performance of break-bulk and distributing operations with respect to consolidated shipments, or both, is responsible for the transportation of such property from the point of receipt to point of destination, and utilizes for the whole or any part of such transportation the services of a direct air carrier.

297.3 *International air freight forwarder acting as agent of shipper or carrier.*

(a) Any international air freight forwarder may, by complying with the requirements of this section, accept a particular shipment for transport by it as an international air freight forwarder on condition that it may exercise an expressly reserved option to deal therewith as the agent of the shipper thereof or as the

¹ As defined in Section 101(13) of the Act.

² As defined in Section 101(21) of the Act.

The official text of Part 27 of the Civil Aeronautics Board's Economic Regulations, which became effective January 8, 1960, is printed herein in full as a service feature.

SUBPART A—GENERAL

- Sec.
297.1 Definitions.
297.2 Classification.
297.3 International air freight forwarder acting as agent of shipper or carrier.
297.4 Payment of transportation charges.
297.5 Separability.

SUBPART B—EXEMPTIONS

- 297.11 Exemption of international air freight forwarders.
297.12 Duration of exemptions.

SUBPART C—LIMITATIONS ON EXEMPTIONS

- 297.21 Limitations on use of aircraft.
297.22 Prohibition on use of aircraft.
297.23 Cargo charter trips and other special services in overseas and foreign air transportation over routes of a certificated air carrier.

SUBPART D—CONDITIONS ON EXEMPTIONS

- 297.31 Necessity for operating authorization.
297.32 Application for issuance.
297.33 Issuance of operating authorization to international air freight forwarders holding letters of registration.
297.34 Issuance of operating authorization to all other applicants.
297.35 Effective period.
297.36 Conditions on operating authorization.
297.37 Nontransferability of operating authorizations.
297.38 Filing of agreements with foreign agents required.
297.39 Prohibition on operations unless tariffs are observed.
297.40 Prohibition against shipping property at preferential rates without Board authorization.
297.41 Prohibition on use of agents of direct air carriers.
297.42 Business name of international air freight forwarder.
297.43 Suspension of operating authorizations.
297.44 Revocation of operating authorizations.
297.45 Insurance.

SUBPART E—REPORTING REQUIREMENTS AND REQUIREMENTS FOR THE MAINTENANCE AND RETENTION OF RECORDS

- 297.50 Reporting requirements.
297.51 Records requirements.

agent of a direct air carrier which has authorized such agency, in the event that a volume of freight adequate to permit a consolidated shipment cannot be assembled.

(b) Any international air freight forwarder seeking to avail itself of this option must give notice that it reserves such right, in the case of every shipment accepted subject thereto, to handle the shipment as agent of the shipper or as agent of a direct air carrier, as the case may be. Such notice shall be given to the shipping public and to any person from whom any shipment is so accepted, and such notice shall be furnished such person in writing at the time the shipment is accepted. Such notice shall be given by means of:

(1) Notices with the heading "Notice to Shippers" conspicuously displayed at all premises operated by or under the control of the forwarder in connection with its air transportation activities so as to be clearly visible to the shipping public;

(2) A legible statement set forth on all letterhead stationery used by the forwarder in connection with its air transportation activities; and

(3) Reasonably prominent statements on all the airwaybills of such forwarder and on such receipts or other documentation as may be furnished to the shippers at the time of acceptance of the shipment.

(c) Any international air freight forwarder exercising its option to act as agent of either the shipper or the direct air carrier shall transmit to the shipper a copy of its charges for the accessorial and transportation services actually rendered with respect to all shipments billed to the consignee.

(d) In the event that it acts as agent of the direct air carrier, the international air freight forwarder shall not charge other than the airport-to-airport rate for air transportation specified in the applicable tariffs of the direct air carrier rendering the service and the applicable charges for accessorial and surface transportation services actually rendered, as specified in the tariffs filed with the Board by the international air freight forwarder pursuant to Part 221 of this chapter.

(e) In the event that it acts as agent of the shipper, the international air freight forwarder shall not charge any commission for its agency services and shall not charge other than the applicable charges for accessorial and surface transportation services actually rendered, as specified in the international air freight forwarder's own tariffs filed pursuant to Part 221 of this chapter.

297.4 *Payment of transportation charges.* Freight bills from direct air carriers for all transportation charges shall be paid by every international air freight forwarder within 30 days after being billed therefor.

297.5 *Separability.* If any provision of this Part or the application thereof to any air transportation, person, class of persons, or circumstances is held invalid, the remainder of the Part and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby.

SUBPART B—EXEMPTIONS

297.11 *Exemption of international air freight forwarders.* Subject to the other provisions of this Part, international air freight forwarders are hereby relieved from all of the provisions of Title IV of the Act, other than the following:

(a) Subsection 401(k) (3) (Compliance with Labor Legislation);

(b) Section 403 (Tariffs);

(c) Subsection 404(a) (Carrier's Duty to Provide Service, etc.) insofar as said subsection requires air carriers to provide safe service, equipment and facilities in

(Continued on Page 32)



In skilled hands Brush painting gives a skill to men's hands—gives them a deftness and delicacy of touch. This gentleness is characteristic of Japanese art and of the way the people of Japan treat things.

The cargo personnel of Japan Air Lines show this delicate consideration for everything you

ship via JAL to the Orient. Your air cargo is handled gently and efficiently—delivered to its destination intact and on time. JAL has nine weekly Courier Cargo flights from the U.S. to Japan . . . from Seattle, San Francisco and Los Angeles. Contact your regular freight forwarder or call your nearest Japan Air Lines cargo office.

JAPAN AIR LINES COURIER CARGO



San Francisco: S. F. International Airport, JU 3-3610
 Los Angeles: L. A. International Airport, SP 6-1303
 Seattle: Seattle-Tacoma Airport, CH 2-2200
 Honolulu: Dillingham Transportation Bldg., 5-0955
 New York: 620 Fifth Avenue, JU 6-7400
 New York: N. Y. Int'l Airport, OL 6-8364
 Chicago: 60 E. Monroe St., AN 3-1384
 Cleveland: 230 Bulkeley Bldg., 1501 Euclid, CH 1-4331
 Dallas: Rm. 907, 211 N. Ervay, RI 8-8057
 Washington, D.C.: 1008 Connecticut Ave. N.W., ME 8-2315

RAYTHEON

(Continued from Page 16)

It was an all-inclusive cost study which tipped the scales in favor of the Unimarket concept. Thompson pointed out that as a result Raytheon "will be able to phase out our present components warehouses in Chicago, Los Angeles, and Atlanta with resulting savings in building rental costs and overlapping inventories."

When one considers that the Distributor Products Division stocks a dozen product lines consisting of a total of more than 2,000 descriptions, the problem begins to take awesome shape. Then, too, the field warehouses carry only about three-fifths of the lines. Inventories are based on an estimate of the normal requirements of the area. Slower-moving items with "lower shelf-life" are not stocked locally.

Explaining the increasing complexity of Raytheon's product lines, Thompson stated that it is due to "the more sophisticated application of electronics to industrial as well as consumer products." This circumstance has increased the importance of prompt field replacement and servicing. The problem is being met by the coordinated application of new communications techniques

and air distribution, fanning out from a centralized warehouse stocking all the Raytheon products.

The supplier's Sword of Damocles is back orders. A fully stocked centralized warehouse can eliminate this, saving costs in extra handling at the warehouse and in extra billing.

As a beginning, all 25 of the division's district offices will be equipped with Western Union Tel-O-Reginator units into which Raytheon's controlled inventory accounting cards are fed. Raytheon plans ultimately to outfit all its major distributors with this data transmission equipment.

Rayci Cards

The manufacturer has a word for what officially is called Raytheon Controlled Inventory—Rayci. Rayci cards are inserted in each package of five electron tubes leaving the warehouse. These prepunched cards are collected by the distributor as the merchandise is sold. The cards, which now become replacement orders—they identify his account, type of merchandise, and unit cost—are turned over to the Tel-O-Reginator. (No paperwork, you see.) The machine accepts the prepunched cards, instantaneously converting the information into an electronic signal which

is received at Westwood as a duplicate card. An invoice and shipping manifest covering the shipment to be prepared is automatically produced.

Said a Raytheon spokesman:

"A typical order of 5,000 various tubes can be received in about 17 minutes, assembled in 90 minutes, and delivered to Boston's Logan Airport in another 45 minutes."

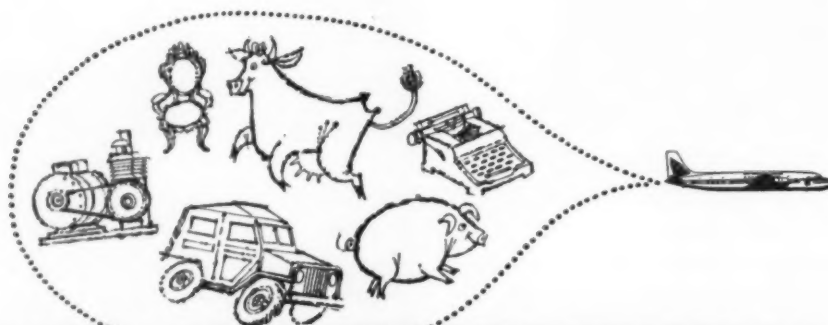
It's a matter of normal routine to effect delivery on the West Coast within 24 hours. • • •

HERCULES

(Continued from Page 14)

pared to parachute in and fight for three days without reinforcements and supplies other than those dropped by parachute." This makes necessary an airstrip on which USAF transports can land with large quantities of men and supplies.

The design of the *Hercules* combines the engineering brains of both the military and Lockheed Aircraft Corporation. It is also in the service of the Royal Australian Air Force, and soon will be part of the Indonesian Air Force. • • •



WE FLY EVERYTHING

... cows and pigs, machinery and furniture, and even landrovers! For more East African business at lower costs, use Ethiopian Airlines' economical Air Freight service. Three international DC-6B flights weekly between **Frankfurt** and **East Africa** via **Athens, Cairo, Khartoum**. Forty-eight freight flights weekly within Ethiopia. Save time and money! Ship via Ethiopian Airlines! **General Agents in United States and Europe TWA**

የኢትዮጵያ አየር መንገድ
ETHIOPIAN AIRLINES
THE WONDERLAND ROUTE

JET CARGO



DOUBLE CARGO SPEED! TRIPLE CARGO SPACE! Now Air France Boeing 707 Intercontinental Jet revolutionizes Air France's cargo service to Europe. It's the world's fastest, largest, longest-range jetliner. And it means you can speed cargo consignments to Paris in only 6¾ hours non-stop daily from New York...*twice as fast as before!* The Intercontinental has *triple the cargo space, too!* The 1700-cubic-foot cargo holds take over 4 tons of cargo—extra-large loading doors accommodate at least 75% more shipments of various sizes and shapes. Shipments receive immediate attention at Orly from special cargo crews. Specify your next consignment "Jet Cargo" on the world's largest airline. Air France speeds cargo to more cities in more countries than any other airline.

AIR FRANCE

WORLD'S FASTEST JETLINER / WORLD'S LARGEST AIRLINE

FEBRUARY 1960—PAGE 25

SERVICES

ASA MIAMI INAUGURAL

ASA International Airlines, recently approved to operate from its new co-terminal Miami (December 1959 AT; Page 6), is scheduled to start scheduled flights from that point on February 1. William M. Dunn, vice president-traffic and sales, said that through all-cargo service to Panama, Quito, and Guayaquil is planned, in addition to scheduled flights from ASA's St. Petersburg-Tampa headquarters to the same destinations, plus Guatemala, San Salvador, and Bogota.



Dunn



Vasseur

Big day for ASA

Addressing himself to shippers and forwarders, Charles Vasseur, United States sales manager, pointed out that consignments moving through the Miami gateway should be consigned to ASA International Airlines, East Air Cargo Building No. 3, Miami International Airport. Mailing address is: P. O. Box 214, Miami 48, Florida.

SAS ADDS FREIGHT SERVICES

Two new all-cargo services are being introduced on the Continent by Scandinavian Airlines System. Offering 12,000 pounds of additional capacity (freight and mail), SAS will operate twice weekly between Copenhagen and Milan via Frankfurt and Stuttgart; and five times weekly between Copenhagen and Stockholm via Gothenburg.

TWA DOUBLES JET SERVICES

Trans World Airlines' Boeing 707 transatlantic services have been increased to two round trips per day. On January 10, a daily New York-London-Frankfurt jet service was started. A week later, a similar schedule went into effect on the New

York-Paris-Rome run. Flight 700, which terminates in Frankfurt, leaves New York International Airport at 7:30 p.m.; Flight 800, terminating in Rome, departs at 6:30 p.m. Westbound Flight 701 leaves Frankfurt at 3:45 p.m., London at 5 p.m., arriving in New York at 7:40 p.m. Flight 801 takes off from Rome at 2:15 p.m., Paris at 5 p.m., landing in New York at 7 p.m.

PANAGRA ADDS DC-6A

Cyrus S. Collins, Panagra's vice president-sales and traffic, has announced the addition of a DC-6A freighter to its inter-american service. With a payload of 25,300 pounds, it will operate between Miami and Panama, Lima, La Paz, and Cochabamba on a weekly basis. The DC-6A replaces a DC-4 cargo plane formerly used in this service.

All-cargo flights depart from Miami every Sunday at 11:59 p.m. Arrival in Panama is at 4:30 a.m. Monday; Lima,



Huff



Collins

Discuss Panagra's DC-6A

12:45 p.m.; La Paz, 9:45 a.m. Tuesday; Cochabamba, 11:25 a.m. Northbound flights leave Cochabamba at 1 p.m. Tuesday; La Paz, 3 p.m.; Lima, 4:40 p.m. Departure from Lima is at 6 a.m. Saturday, arriving in Panama at 11:30 a.m., and Miami at 5:30 p.m.

Panagra's cargo sales manager, Donald A. Huff, said that the DC-6A's northbound stop at Lima before continuing to Panama and Lima four days later does not leave the plane idle. It is used principally for cargo shuttles between Tocumen and other points. The weekly all-cargo flight supplements 14 passenger-cargo flights per week in each direction.

NEW AIR FRANCE JET RUNS

Air France has inaugurated daily *Caravelle* jet service on the Paris-Munich-Vienna and Paris-Lisbon routes. Departures

from Orly are on Tuesdays, Thursdays, and Saturdays.

MORE QANTAS JET RUNS

Starting March 6, Qantas will increase its Boeing 707 jet service between West Coast United States and Australia to five a week. Two of these runs will fly on from San Francisco to New York and London, and one will hop to Vancouver from the California point. The other two terminate in San Francisco.

SABENA JET SCHEDULES

Sabena Belgian World Airlines has decided to place its first regular Boeing 707 jet operations on the Brussels-Belgian Congo route. January 19 was set as the date. On January 23 it is planned to inaugurate transatlantic jet flights between the Belgian capital and New York; and two days later, between Brussels and Johannesburg.

NO COMETS TO WARSAW

British European Airways' *Comet 4B* jets, originally scheduled to be introduced on the London-Warsaw route April 1, will not be seen on that run. It is understood the Poles feel that their state airline, LOT, which operates Conqairs on this route, will suffer from *Comet* competition. Another question is whether Warsaw will permit *Comets* to use Okcie Air-port as a transit point on BEA's London-Moscow route.

VARIG N.Y.-RIO JET RUN

Varig Airlines recently introduced its new *Caravelle* jet service on the New York-Rio de Janeiro route, the first commercial jet operations between the United States and Brazil. Airshipping time between the two cities has been reduced from the conventional airliner's 22 hours to the jet's 14:10 hours. *Caravelle* service is supplemented by *Super-G Constellation* flights.

BRANIFF SETS A FIRST

Braniff International Airways has opened the first commercial airline service between Southwest United States and Bogota. DC-7C equipment, originating at Dallas, is operated. The flight goes through the Houston gateway, flies non-stop to Panama, then on to Bogota, Lima, Sao Paulo, and Rio de Janeiro. This flight is on an every-Wednesday basis.



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PANAGRA

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SAS JET PROGRAM REVEALED

Scandinavian Airlines System will kick off its DC-8 jet service on April 9, it was announced by Warren E. Kraemer, first vice president. Kraemer stated that the inaugural will take place in New York. Flights to Copenhagen will be on a daily basis.



Kraemer

Exactly one month later, SAS will open jet service from Los Angeles; on September 2, from Montreal; and September 16, from Anchorage. According to the executive, the airline will operate a total of 21 jet schedules per week, 18 of which will be from New York and the balance from Los Angeles.

DC-8 flying times will be as follows: New York-Copenhagen, 7:05 hours; New York-Glasgow, six hours; Montreal-Copenhagen, 6:45 hours; Anchorage-Copenhagen, 8:25 hours. The elapsed time for the Los Angeles-Copenhagen flight, including one stop in Greenland: 12 hours.

NWA TO FT. LAUDERDALE

Northwest Orient Airlines has opened service to Fort Lauderdale, Florida, starting with one daily round trip. It is linked with Chicago and Minneapolis-St. Paul. Lockheed *Electra* equipment is flown.

QANTAS ELECTRAS FLY

Qantas, the Australian airline, has inaugurated Lockheed *Electra* propjet service between Sydney and Far East points. Hong Kong, Tokyo, and Manila are served.

NEW DELTA SERVICE

Delta Air Lines has inaugurated service to West Palm Beach, Florida, on its Chicago-Miami route. DC-7s are flown.

UAL DC-8 FLIGHTS

United Air Lines has started the first DC-8 jet runs between Washington-Baltimore and Chicago. Chicago-New York jet service has gone on a daily basis, while Chicago-Los Angeles operations have been increased.

MORE NCA SERVICE

North Central Airlines has inaugurated twice daily operations to Benton Harbor-St. Joseph Mo., on its Grand Rapids-Chicago route.



Paul Bunyan Box

CAB

BUNYAN BOX DECISION

The Civil Aeronautics Board has told American Airlines to "cease and desist from . . . excluding the weight" of the aluminum container known as the Paul Bunyan Box in "assessing and collecting transportation charges." In a previous in-

itial decision, CAB Examiner James S. Keith decided that procedures involving the air carrier's Bunyan Box were in violation of the Civil Aviation Act (April 1959 AT; Page 26).

In its final decision, the Board ordered that "in those instances where a shipper packs its goods in one of respondent's Paul Bunyan Boxes and fails to first package, crate or wrap the goods for shipment in accordance with respondent's applicable tariff provisions, as though such goods were to be shipped by air without the

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Bunyan Box, and such goods are tendered to and accepted by respondent for transportation, respondent shall, as determined by the examiner's initial decision of March 9, 1959 . . . cease and desist from violating Section 403(b) by excluding the weight of the box, actual or dimensional as the case may be, in assessing and collecting transportation charges under respondent's applicable tariffs."

The Bunyan Box, manufactured by Aero-bilt Bodies, Inc., a subsidiary of Grumman Engineering Corp., measures 84" long x 42" wide x 63" high. Tare weight is 203 pounds. American invested approximately \$65,000 in 200 units (May 1958 AT; Page 18).

MILITARY RUNS CONTINUED

The three United States transatlantic air carriers—Pan American, Seaboard & Western, and TWA—have been authorized by the Civil Aeronautics Board to continue their cargo service to Mildenhall, England, as an intermediate point in their services. Such goods move on United States Government bills of lading.

CONGRATULATIONS

UNITED STATES AIRLINES

American: Eugene C. Taylor, former vice president-maintenance and engineering and chief officer of the airline's Jet



Taylor



Goebel

In new posts at American

Maintenance and Engineering Center at Tulsa, appointed vice president-cargo sales and service. He joined American just 25 years ago at Rochester, N. Y. During World War II he served as a civilian air cargo specialist with the USAF . . . Robert A. Goebel, with American since August, 1956 as assistant vice president-purchasing and stores, elevated to vice president in the same department. He was formerly with Studebaker-Packard and Ford.

Bonanza: Robert E. Hill, a 20-year veteran of the airline industry, named general traffic manager of the local service carrier. Starting his career with Chicago Consolidated Airlines, he eventually joined TWA and later West Coast. He served as traffic manager for the latter airline.

Braniff: L. J. Priester, one-time manager of cargo sales until his promotion as assistant to the general traffic and sales manager, again upped to assistant general traffic and sales manager. Previously with Chicago & Southern, he came to Braniff five years ago. He is a former director of general services for Air Cargo, Inc.

National: Robin M. Matell, ex-news-paperman and publicist, appointed public relations manager for the Northern Region.

Pan American: Samuel Pryor, vice president, reappointed chairman of the Airlines Division of the New York City Cancer Committee's 1960 April Cancer Crusade . . . John C. Leslie, administrative vice president, named chairman of the Airlines Division for the 1959 Family Fund campaign of the Community Service Society . . . John J. Lillis, with Pan Am since 1939, appointed district sales manager in New York. His last post was that of customer service manager in the Pacific-Alaska Division.



**Priester
Braniff**

South Pacific: Walter Sternberg, former senior vice president of National and well-known air transportation expert, elected to the board of directors and executive committee of the new airline. He has been in the airline industry for 30 years . . . Sam Wilson, former executive vice president of Transocean Air Lines, elected vice president and operations chief. Wilson formerly held an important post with Philippine Air Lines. During the war he was director of operations in the Pacific area for NATS . . . Joseph D. Fessio, who recently resigned as Pan Am's Pacific-Alaska sales manager, now with South Pacific as vice president-sales and services. Prior to his association with Pan Am, Fessio was with TWA. During the war he was responsible for setting up NATS' operational routes in the Pacific.



**Sternberg
South Pacific**

TWA: Robert O. Bruemmer, formerly manager of domestic sales research, moved up to system director for sales schedule coordination.

Transocean: Stanley T. Landow appointed controller. He is a former vice president-treasurer and director of Capitol Products Corporation.

United: Marden E. Leaver appointed regional publicity manager at San Francisco. Prior to joining the company in 1954, he was with an advertising agency . . . W. O. Buehler appointed superintendent of purchase contracts, a new post.

West Coast: Dennis R. Kelley, associated with Northwest Orient Airlines for the past 13 years, now with West Coast as general traffic manager. He will also act as administrative assistant to the director of sales.

FOREIGN AIRLINES

Air France: Patrick Shannon appointed West Coast public relations manager.

Mexicana: Andrew Shiland, Jr., well-known airline figure, appointed special sales representative in New England and the Middle Atlantic states, handling agency and interline matters. His most recent position was that of general manager in New York for TSA-Transcontinental. He has also been affiliated with Panagra, American Overseas, Pan Am, and Avianca, serving the latter as vice president-sales and director of its U. S. organization.



**Raso
TSA**



**Shiland
Mexicana**

TSA: Vic Raso, promoted to district cargo sales manager in New York for the Argentine air carrier. In the past he has been associated with Capital as sales

representative, with Aaxico as district sales supervisor, and with Airways Air Freight as district sales manager.

Irish: Joseph F. O'Dowd, former Boston district manager, named manager of special sales. Nearly two decades in the air transportation industry, he has been associated with BOAC, American Overseas, and Pan Am.

UAT: Andree Venus named sales representative in New York. Prior to her association with UAT two years ago, she was with Air France for six years.

Varig: Charlotte Franklin appointed public relations director . . . Armando Bogdan named public relations officer.

FORWARDERS

Air Express International: Robert J. Landsman, personnel manager, elevated to staff counsel, with executive staff ranking in the organization. He continues as administrator of personnel affairs. In his new post he will act as legal adviser to the corporation and work on CAB matters.

American Shippers: Robert Kanofsky, with the firm since 1950, upped to district sales manager. Additional appointees in the New York area include Morty Zaresky and William Pennecke, sales representatives.

REA

Air Express Division: Newly appointed air express sales managers are: John J. Short, New York; Stephen J. Kabala, Chicago; John F. Ireland, San Francisco; and Arnold H. Brown, Atlanta. Short, responsible for the Eastern territory, has been with REA since 1937. In his last post he served as assistant to the general manager-air express, Kabala, formerly supervisor of cargo services for Delta Air Lines in Atlanta, is responsible for Air Express' Western territory. Ireland, who heads the Mountain-Pacific territory, joined REA 15 years ago. Brown, another ex-airline man (Riddle and Eastern), heads the Southern territory.

INDUSTRIAL TRAFFIC

Victor Chemical Works: Theodore J. Kessler promoted to general traffic manager.

Ford Motor Company: J. E. Coffey named traffic manager of the new central distribution and packaging warehouse at Livonia, Mich. . . . H. Lindley succeeds Coffey as routing administrator for parts and assembly operations . . . J. A. Allen promoted to traffic analyst in place of Lindley . . . Charles E. Bressler succeeds Allen as traffic manager at the Dallas parts depot.

Pioneer Saw Division and Midland Co.: Marvin H. Nevins takes the newly created position of traffic manager.

National Biscuit Co.: Edmund A. Senghas appointed general traffic manager . . . Arthur C. Olsen promoted to assistant general traffic manager . . . Gerald T. Robson becomes staff assistant . . . Thomas L. Steele takes over the managership of the rate division . . . Thomas D. Rose becomes assistant manager-rate division.

Consolidated Paper Corp., Ltd.: J. L. Dusto joins as manager of the traffic department, headquartered in Montreal.

Automatic Electric Co.: C. Darwin Cooper named supervisor of the newly formed department of export documentation, shipping and order entry.

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Air Express appointees: left to right—Brown; Kabala; Short; Ireland

Pure Oil Co.: M. D. McHugh becomes assistant general traffic manager.

U. S. Rubber Co.: A. C. Kremer appointed plant traffic manager at Detroit. He replaces Donald W. Little, who has become manager-commercial warehouses . . . George A. Kitz named assistant manager of the operating division of the general traffic department . . . A. W. Joyal appointed assistant manager of the rate and tariff division.

Shippers' Car Line Division, ACF Industries, Inc.: John S. Carlson appointed vice president-sales. He was formerly director of transportation for the Stauffer Chemical Co.

Stauffer Chemical Co.: Walter N. Saaby appointed director of transportation. He was previously director of traffic of the Victor Chemical Works, a Stauffer division.

Canco Division, American Can Co.: R. H. Lorenz succeeds H. H. Huston, retired, as general traffic manager. Formerly he served as general transportation head of the Marathon Division.

North & Judd Manufacturing Co.: George Matulis named traffic manager, succeeding Walter L. Bell, retired after 49 years with the firm.

Lone Star Steel Co.: C. L. Williamson, formerly with the Fort Worth & Denver City Railway, appointed general traffic manager.

California & Hawaiian Sugar Refining Co.: George M. Clute succeeds John G. Breslin, retired, as traffic and distribution services manager.

Delco Remy Div., GMC: John W. Peters, who has retired as director of traffic and material handling, is succeeded by Clifford C. Ellinwood.

Glidden Co.: John C. Cottee takes over the general traffic managership after the retirement of F. C. Hysell.

Luria Brothers & Co., Inc.: Edward Bolton promoted to general traffic manager.

Interchemical Corp.: Frank G. Woods succeeds James F. Moran, retired, as manager of the Traffic Coordinating Department.

Stein, Hall & Co., Inc.: Reginald Slavin named traffic manager.

National Gypsum Co.: J. Lee Smith takes over as traffic manager-service.

American Viscose Corp.: Stanley H. Bailey and Robert H. Curlette appointed to the posts of traffic manager-transportation and traffic manager-rates and research, respectively.

HANDLING EQUIPMENT

Lewis-Shepard: John G. Maye appointed sales representative for the Milwaukee territory.

Yale Materials Handling Division:

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Los Angeles: Madison 6-0503

Louis W. Jander, assistant general sales manager, elevated to general sales manager, succeeding Clyde R. Dean, now division general manager.

AIRCRAFT

Douglas: Kenneth G. Farrar named vice president-manufacturing... Richard J. Davis takes over as director of public relations, succeeding A. M. (Rocky) Rochlen who has retired from all administrative duties.

Air Transport Association: V. A. Kropff and Paul J. Rodgers elected chairman and vice chairman, respectively, of the Public Affairs Committee.

Industrial Truck Association: Philip S. Hill (president, Hyster Co.), elected president of ITA; Roy L. Wolter (general manager, Automatic Transportation Co.), vice president.

Material Handling Institute, Inc.: C. L. Fell (vice president-marketing, American Monorail Co.), elected president; Robert F. Moody (general sales manager, Hyster Co.), first vice president; Bert E. Phillips (manager, Industrial Truck Division, Clark Equipment Co.), second vice president... James R. Bright reelected chairman of the College-Industry Committee on Material Handling Education.

ORGANIZATIONS

Air Traffic Conference of America: W. Delaney Dillworth, director of traffic administration and assistant secretary of United Air Lines, elected president for 1960... William J. Mitchell, vice president-traffic and sales, Bonanza Air Lines, elected first vice president... William L. Morrisette, Jr., vice president-traffic and sales, Eastern Air Lines, elected second vice president.

Aerospace Industries Association: James S. McDonnell, Jr., president of the McDonnell Aircraft Company, elected chairman of the Board of Governors.

Pressure Sensitive Tape Council: R. W. Mueller of Minnesota Mining and Manufacturing Co. elected president for a one-year term. Other officers elected are: Chris Kurzweil of American Tape Co., vice president; and George Fant of Continental Tapes, chairman of the Project Planning Committee.

CLUB NEWS

Air Cargo Association: William M. Aitken, district manager of Airborne Freight Corp., has succeeded James Dubey,

cargo supervisor for Pan American World Airways, as president of the Bay Area Chapter. Other officers, just elected, are: Paul Baer, American Express International, first vice president; Rafoul Massily, Middle East Airlines, second vice president; and Vern Chase, Flying Tiger Line, third vice president. Amy Sanford of Pan Am serves as secretary.

Air Cargo Sales Club of N. Y.: Mabel Harold and Alan Young, of Air Express Forwarding Service, were honored at a recent party given by the club at the 71st Regiment Armory.

Traffic Club of Norristown, Pa.: The Club's annual Ladies' Night was held on January 30 at the Valley Forge Hotel in Norristown. The program was under the direction of Co-chairmen Lou Moss, Associated Transport; and Les Turner, Schreiber Trucking.

Hudson County (N. J.) Traffic Club: Harry Menaker, traffic manager, rates and service, American Home Foods, addressed the club on the occasion of its Transportation Night last month.

Bridgeport Traffic Association: The 36th annual dinner took place on January 21.

Transportation Club of Greater Hartford: George Alpert, president, New Haven Railroad, will be the guest speaker at the club's 30th annual dinner.

New Orleans Rotary Club: John F. Budd, publisher of *Air Transportation*, addresses the club on February 27 at the Sheraton Charles Hotel. Topic of his address: *Jet Freight is Here!*

Los Angeles Transportation Club: Dr. Robert E. Schultz, professor of finance, University of Southern California, spoke last month on the economic effect of the European Common Market.

Traffic Club of Kansas City, Mo.: Annual meeting is scheduled to be held in the Muehlebach Hotel, February 4.

Transportation Club of Sioux Falls: John Hoving, vice president of the Air Transport Association, will be the club's featured speaker at its annual meeting, February 10. Airlines Day will be celebrated at the session.



Budd

On jet freight

CHARTER RESTRICTION

(Continued from Page 6)

will result in great and irreparable loss and damage."

The airline asserted that Part 297 "in its present form, is not consistent with the United States-Netherlands Air Transport Agreement and the Chicago Convention on International Civil Aviation"; that, in effect, it modifies its foreign air carrier permit without the required notice and hearing; that it "constitutes an unlawful delegation of power"; and conflicts with Section 416 of the Federal Aviation Act of 1958.

The protests of the other carriers closely follow the foregoing arguments. Sabena's petition stated that it "will not be afforded the equality of opportunity either under the Convention or the bilateral agreement between the (United States and Belgium) Governments." It stated also

"It surely cannot be considered to have been the intent of the Congress to have permitted the Board to delegate its powers to determine competitive matters in air transportation to one or more competitors *vis-a-vis* other competitors holding equal substantive rights under the law. Yet, this is precisely the effect of Section 297.23 (a) in its present form, for this rule will permit competitors of Sabena to make initial determinations as regards its opportunity to participate in a substantial position of international air freight business."

Sabena charged that "important charter arrangements have already been undertaken by agreement between one or more United States flag carriers and one or more international air freight forwarders with respect to which, by definition under the rule, Sabena must have been excluded from competitive consideration."

Lufthansa asserted that the section "in effect modifies" its foreign air carrier permit which authorizes it to operate between designated points as well as off-route charters. It pointed out also that "on-route charters are authorized by the existing foreign air carrier permit without further regulation or control."

LONDON LETTER

(Continued from Page 12)

fixtures made during this week tends to belie any slackness in trade, although it must be remembered that enquiries for many of these fixtures, all of which are for January operation, were placed on the market during December. Therefore it seems quite certain that for the volume of fixtures to be maintained there must be a sizable increase in new business by the middle of this month.

"Current fixtures are very much confined to Far East traffic and the business done also includes several flights of an emergency nature, one with a ship's propeller shaft weighing nine tons for Calcutta, and two other flights to Bombay and Lisbon with aircraft engines. Future business out of the Far East is expected to be maintained at a good level for some time and it is again noticeable that ship owners are signing on new Chinese crews from Hong Kong rather than replace with Lascars. At present, competition is keen among operators looking for return loads from the Hong Kong area and consequently it is costing ship owners no more to fly in a Chinese crew than it would to recruit one in Bombay. Repatriation of Lascar crews to either Karachi or Bombay would not be a problem because quite

reasonable rates could be secured on aircraft positioning to Hong Kong and Tokyo.

Lambert Brothers, Ltd., London, reported:

"Although it might be unwise to forecast that there will be a sharp surge of business as was experienced at the beginning of last year the sluggishness immediately following the holiday break was very definitely shaken off without any delay and prospects for the next few weeks would appear to be very healthy."

FORWARDERS

(Continued from Page 21)

AFFA was submitted to Government departments and agencies by Northwest, Pan American, Seaboard & Western, and TWA. They claim that the reduced cost of handling Government traffic, there being no advertising and sales costs, will allow lower rates. Additionally they state that this traffic, hauled in normally scheduled movement, will enable the airlines to acquire new fleets of propjet airfreighters which will "provide volume and mobility to the logistic 'round-the-world' pipeline which the Department of Defense desired always to have 'always available and reliable and predictable, in crises as well as in periods of normal traffic.'"

Haffer said, in part:

"This exclusion would be inexcusable and would produce serious consequences for the forwarding industry. At the present time a substantial portion of the traffic of international air freight forwarders is government agency business. For some of the forwarders it represents as much as one-third of their total international business. . . . Any step, therefore, now taken to close the door to government freight on the forwarder would not only do irreparable harm to him as a recognized part of the air transportation system which the board is charged to protect and develop but would deny government agencies the substantial advantages that have accrued to them from the use of the forwarder function.

"It would, in fact, be a derogation of the very reason motivating the board's original approval of the multi-carrier discussions, which was that any resulting arrangement might 'provide the government with adequate and dependable civilian airlift capacity.'"

Haffer has pointed out that he has received indications from the airlines that preclusion of forwarder participation in the possible program is "unintended." He added:

"In fact, the largest airline party has categorically advised the association that while it agrees that some of the terminology of the agreement would appear to bar forwarder participation, this carrier had no such conscious purpose in mind and would support a clarifying amendment to the agreement to insure the right of Government agency signatories to the agreement to ship through air forwarders under the agreement. Congressman Celler, who earlier endorsed the agreement, in a later statement has taken a similar qualifying position. . . . Under the circumstances, if the Board is to approve the agreement, we respectfully urge that it do so on condition that nothing therein shall be construed as prohibiting Government agencies from dispatching freight through forwarders under the agreement, or to bar the air forwarder from offering to the airline parties thereto the freight of agency signatories at the rates specified in the agreement.



Celler



Haffer

Comment on airline program

"The association, as noted, is interested of course in assuring the place of the forwarder in this agreement if it is to be quickly approved. There are other serious questions, however, which the association believes the agreement raises, and which the Board may well explore. There is the basic principle of whether preferential rates can, as a matter of law, or should, as a matter of policy, be extended to the Government; and, if both questions are answered in the affirmative, whether this should not be done through unilateral tariff filing rather than by carrier agreement. The proposed agreement also suggests some fundamental, far-reaching questions of monopoly under the anti-trust laws, as the Board order authorizing the discussions itself pointed out. The agreement also poses a serious question whether, in the case of Government traffic, it would not cut deeply into the recent grant of international forwarder charter authority, not only for supplemental carriers but also for certificated carriers not parties to the agreement. These considerations, in the judgment of the association, require that the Board, before approval, assign this matter for investigation and hearing for the purpose of considering the important issues involved."

Meanwhile, Haffer revealed that the AFFA stand on the matter has won the support of Rep. Emanuel Celler (D., N.Y.). Celler made the following statement:

"It has been called to my attention that the four-carrier joint airline agreement for reduced-rate common carriage of government traffic may possibly be construed as barring air freight forwarder participation in government freight that would be transported under the agreement. In recently endorsing this agreement it was not my intention of course to support any such construction. On the contrary it is my belief that Government agencies should, as they do now, be permitted to make use of responsible forwarders, wherever they may wish to do so, in the carriage of cargo under this agreement; and I would urge that the Board, in approving this agreement, adopt appropriate conditions to insure the protection of the forwarder's right to continue to participate in this traffic."

PAC-ACE MERGER OKAYED

The merger of Pacific Air Freight, of Seattle, and Ace Air Freight, of New York, has been approved by the Civil Aeronautics Board. The new organization is known as Pacific Air Freight, Inc., and is headed by Philip R. Gruger, president. With Gruger are: Holt Webster, executive vice president; Albert M. Newman, vice president—Eastern Region; J. Vernon Williams, secretary; and H. A. Sandell, treasurer.

Ace started operations in 1948, and Pa-

(Continued on Page 32)

BOOKS

Norman Lewis is an English writer who likes to go places and write about them. His *The Changing Sky* (Pantheon; 254 page; \$4.00) is a collection of 19 travel articles about such varied countries as Ghana, Goa, Cuba, Laos, Guatemala, etc. All of them are written in an impeccable style and with much vigor and humor. They vary in interest—or is it that he has written about so many places that one tends to get a little out of breath, and to wish that he'd settle down in one place and give the reader a chance to gather more than a fleeting impression before tearing off to the next? The book is packed with excellent photographs.

We commend to you Noel F. Busch's *Thailand: An Introduction to Modern Siam* (D. Van Nostrand Co., Inc.; 166 pages; \$3.50). This short volume presents a fascinating picture of the country, its people, and their way of life. Admittedly "a brief sketch," the book is precisely that which the author terms it in his foreword: a "handbook for mid-Twentieth Century Thailand." *Thailand*, the first in a new series known as *The Asia Library*, is a fine start.

In *Great People—Great Americans* (Comet Press Books; 259 pages; \$2.50), James B. Gibson, Jr., a lawyer-preacher, has capsuled the biographies of 10 men he considers to have been the greatest our nation has produced. It may be that some will feel inclined to dispute certain of his choices. At any rate, the lives are inspirational and intended for younger people.

Dr. Alfred Métraux has produced a singularly fascinating history and study of Haitian Voodoo. Written from the viewpoint of an anthropologist, *Voodoo* (Oxford University Press; 400 pages; \$6.50) is a meticulous work, sympathetic as it is penetrating, carefully "chary of the enthusiasm of those who, at first whiff of an exotic religion, are seized with a sort of sacred vertigo and end by sharing the gullibility of its devotees." Dr. Métraux has viewed many of the strange rites first-hand. If he has shattered some misconceptions, it is because he has relied on personal observations rather than hearsay. A scholarly book, *Voodoo* will hold you in its special grip until the final page.

Maj. Gen. Orde Wingate was an unusual man, a complex character, a natural for any biographer. Doubtless there will be more biographies written on this fabulous military genius, but the authors will have to do some super-brilliant writing to exceed Christopher Sykes' *Orde Wingate* (World Publishing Co.; 576 pages; \$6.00). The subject of Sykes' book, who probably is best remembered for his World War II Burma exploits, was a man of many talents, chief of which was a rare ability to command fierce loyalty from the varied forces under him—Burmese, Gurkhas, Ethiopians, Jews, besides the English. Churchill, when hearing of his death in a plane crash 16 years ago, stated that Wingate "might well have become . . . a man of destiny." Wingate was (to leave on the colloquial) an oddball. A rebel by nature, the many sides of his make-up is finetuned by Sykes. The result is a major legendary figure of no less stature than Lawrence of Arabia. *Orde Wingate* should be a must on your reading list.

Trust that professional traveler, Sydney Clark, to come up with a first-rate job. The newest is his *All the Best in the Caribbean, Including the Bahamas and Bermuda* (Dodd, Mead & Co.; 470 pages; \$4.95). It is an updating of a previously published volume which concentrates on holiday islands and goes easy on Cuba. Reason for the latter is Clark's book, *All the Best in Cuba*. Every potential question on the area answered.

Those who applauded Ivo Andric's *The Bridge on the Drina* will find vast intellectual satisfaction in his *Bosnian* (Concluded on Page 37)

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cific a year later. The latter firm established a Portland office in 1953, and a Chicago branch in 1958.

AEIC BUSY IN EUROPE

With increasing numbers of jet airliners in the air, Air Express International Corp. called together its European national executives for a parley in Paris where the jet impact was discussed and new streamlined procedures established. Another major top were the new liberalized U. S. forwarder rules and the lower North Atlantic rates which go into effect April 1. The sessions were under the chairmanship of Alvin B. Beck, executive vice president, with John E. Muhlfeld, vice president—sales, participating. The European executive staff was headed by AEIC's manager for Europe, M. E. A. L. de Jong.

Beck and Muhlfeld also visited a number of key West European markets for the purpose of studying business conditions there, with particular reference to increasing air trade. They conferred with business executives, studied various shipping methods, and inspected airport freight facilities.

Coincident with their European visit, AEIC's United Kingdom and West German headquarters offices moved to larger quarters. The United Kingdom headquarters



Doelfer



Kelsall

Move to larger quarters

is located at London Airport and is managed by David J. Kelsall. The main office in Germany is at Frankfurt Airport, headed by Hans Doelfer. Additional AEIC offices are expected to be established in Stuttgart and Dusseldorf later this year.

PART 297—ECONOMIC REGULATIONS

(Continued from Page 22)

connection with air transportation, and to establish, observe, and enforce just and reasonable individual rates and charges, and just and reasonable classifications, rules, regulations, and practices relating to air transportation;

(d) Subsection 404(b) (Discrimination);

(e) Subsection 407(a) (Filing of Reports): *Provided*, That no provision of any rule, regulation, term, condition, or limitations prescribed pursuant to said subsection 407(a) shall be applicable to international air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;

(f) Subsection 407(b) (Disclosure of Stock Ownership);

(g) Subsection 407(c) (Disclosure of Stock Ownership by Officers or Directors);

(h) Subsection 407(d) (Form of accounts): *Provided*, That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407(d) shall be applicable to international air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;

(i) Subsection 407(e) (Inspection of Accounts and Property);

(j) Section 408 (Consolidation, Merger and Acquisition of Control);

(k) Section 409 (Prohibited Interests);

(l) Section 410 (Loans and Financial Aid);

(m) Section 411 (Methods of Competition);

(n) Section 412 (Pooling and Other Agreements);

(o) Section 413 (Form of Control);

(p) Section 414 (Legal Restraints);

(q) Section 415 (Inquiry into Air Carrier Management); and

(r) Section 416 (Classification and Exemption of Carriers).

Provided, however, That the provisions of sections 403 and 404 shall not be applicable insofar as they would prohibit any international air freight forwarder from engaging in joint loading and shall not be applicable with respect to property inbound to any place within the United States³ from any place outside thereof.

Provided, further, That the provisions of subsection 404(b) shall not be applicable insofar as they would otherwise prohibit the exercise, by any international air freight forwarder of its option to act as either an air freight forwarder or as agent of the direct air carrier or the shipper, in accordance with provisions of § 297.3.

297.12 *Duration of exemptions.* Except as otherwise provided herein and in §§ 297.21 and 297.35, the exemption authority provided by this Part shall continue in effect until the Board shall find that the continuation of such authority in respect of international air freight forwarders is no longer in the public interest, and thereafter the authority with respect to such classification shall terminate.

SUBPART C—LIMITATIONS ON EXEMPTIONS

297.21 *Limitations on use of aircraft.* The exemption authority provided to international air freight forwarders by this Part shall be effective only with respect to shipments of property in aircraft operated in overseas or foreign air transportation by direct air carriers, as defined in this Part, which have effective tariffs for the services thus utilized on file with the Board, *Provided, however*, That the authority to use the services of supplemental, large irregular, and irregular transport air carriers on an individually waybilled shipment basis shall terminate three years from the effective date of this Part. No international air freight forwarder shall ship property by air, except in aircraft operated in overseas or foreign air transportation by a direct air carrier as specified in this section.

NOTE: Since Hawaii has ceased to be a Territory of the United States and has become a State, the exemption authority provided by Part 297 shall terminate insofar as it authorizes overseas air transportation between a place in any State of the United States, or the District of Columbia, and any place in Hawaii, 90 days from the date of publication of this regulation. Such operations are subject to and governed by Part 296 of the Economic Regulations.

³As defined in Section 101(33) of the Act.

297.22 *Prohibition on use of aircraft.* No international air freight forwarder may directly engage in the operation of aircraft in air transportation. *Provided, however,* That this prohibition shall not be construed to prohibit charters of aircraft by an international air freight forwarder from a direct air carrier authorized by the Board to operate cargo charter trips and special services in overseas or foreign air transportation.

297.23 *Cargo charter trips and other special services in overseas and foreign air transportation over routes of a certificated air carrier.*

(a) An international air freight forwarder shall not charter aircraft from a direct air carrier for cargo charter trips or special services in overseas or foreign air transportation between points or areas between which other direct air carriers are authorized to engage in unlimited scheduled air transportation through one or more certificates of public convenience and necessity naming such points or areas, (1) unless such direct air carrier has been issued a certificate authorizing unlimited scheduled air transportation between such named points or areas and could be authorized by the terms thereof to serve such points or areas on a nonstop basis, or (2) unless the provisions of either subparagraphs (i) or (ii) below are complied with.

(i) The consent in writing of the air carriers authorized to engage in unlimited scheduled air transportation between the points or areas involved by certificates naming such points or areas has been obtained and such consent has been filed with or mailed to the Board in a properly addressed envelope with postage thereon prepaid, or

(ii) Specific authority for such cargo charter trip or special services has been granted by the Board upon a showing by the air freight forwarder that it would be a hardship upon it to use the scheduled services of an air carrier authorized to engage in unlimited scheduled air transportation between the points or areas involved by a certificate or certificates naming such points or areas, and that the public interest so requires.

(b) Petitions for Board authority hereunder need not comply with the provisions of Part 302 of the Procedural Regulations, and may be submitted in the form of telegraphic requests, but each petition shall set forth a complete statement of the factors relied upon in support of the request. In addition, a copy of each petition submitted shall be served upon each air carrier certificated to serve the points or areas involved, and a statement listing the air carriers so served shall be included in the petition submitted to the Board.

SUBPART D—CONDITIONS ON EXEMPTION

297.31 *Necessity for operating authorization.* No person shall operate as an international air freight forwarder, within the meaning of this Part, unless there is in force with respect to such person a document entitled "Operating Authorization" authorizing him to engage in overseas or foreign air transportation pursuant to the general exemption granted by this Part.

297.32 *Application for issuance.* Any person, other than those specified in § 297.33, desiring to operate as an international air freight forwarder may apply to the Board for an appropriate Operating Authorization. Such application shall be submitted in duplicate in letter form, shall be certified to by a responsible official of such carrier as being correct, and shall contain the fol-

lowing information: (a) date; (b) name of international air freight forwarder; (c) mailing address; (d) location of principal office; (e) if a corporation, the state of incorporation, the name and citizenship of officers and directors, and a statement that at least 75 percent of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions; (f) the names of the largest stockholders, not exceeding 20, who hold, individually, directly or indirectly, 1 percent or more of the voting capital stock of the applicant; (g) if an individual or partnership, the name and citizenship of the owner or partners, and a statement of the respective interests of each; (h) financial statements showing: Profit and loss for the year ended as of a date not exceeding 6 months prior to the filing of the application with a separation of revenue items relating to the transportation of cargo by aircraft, to distinguish between agency and forwarding activities and a separation of expense items to indicate payments to direct air carriers for the transportation of goods in relation to agency and forwarding activities; a balance sheet showing assets and liabilities as of a date not exceeding 6 months prior to the date of filing the application; and a statement showing the types and amounts of insurance, which is in force for the protection of the forwarder's customers and the public and the name or names of the insurers; (i) a statement of specific points in foreign countries and in United States territories and possessions to be served; a list and location of foreign branch offices, agents, affiliates, or other representatives presently under contract; a list and location of branch offices and agents in the United States, its territories and possessions; a statement whether the applicant is or has been a customs house broker and, if so, the districts in which such authority is or has been held; a statement whether the applicant is or has been an International Air Transport Association agent and, if so, the carriers with whom affiliated and the amount of commissions received from each during the year ended as of a date not exceeding six (6) months prior to the filing of the application; a statement whether the applicant is or has been a surface forwarder; and a statement showing the aggregate tonnage delivered to each type of carrier (rail, water, and air) during the year ended as of a date not exceeding six (6) months prior to the filing of the application; (j) whether or not any of the persons required to be listed under paragraphs (e), (f), and (g) of this section, has at any time been issued, either in his own name or some other name, any letter of registration or other license or operating authority by the Board, either as an irregular air carrier or air freight forwarder or otherwise, or is, or has been, affiliated as owner, partner, officer, director, or stockholder holding a controlling interest, with any other air carrier or carriers, either certificated or noncertificated, direct or indirect, together with the names of such other air carrier or carriers; (k) the information required in a "Report of Ownership of Stock" (CAB Form 2786; available from the Board's Publications Section) with respect to each officer and director, if a corporation or association; with respect to each partner or member, if a partnership; or with respect to the owner where the business is conducted by an individual; and (l) such other additional information pertinent to applicant's activities as may be voluntarily submitted to or requested by the Board with respect to any individual application.

297.33 *Issuance of operating authorization.*

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tion to international air freight forwarders holding letters of registration. Each holder of a currently effective letter of registration as an international air freight forwarder on the effective date of this Part shall be issued an "Operating Authorization as an International Air Freight Forwarder" bearing the same effective date as this Part. Such authorization shall be deemed to constitute a letter of registration for the purpose of any pending enforcement proceeding and shall in no way affect such proceeding.

297.34 *Issuance of operating authorization to all other applicants.*

(a) If, after the filing of an application for an Operating Authorization, it appears that the applicant is capable of performing the air transportation authorized by this Part as an international air freight forwarder and of conforming to the provisions of the Act and all rules and requirements thereunder, and that the conduct of such operations by the applicant will not be inconsistent with the public interest, the applicant will be notified by letter. Such notification will advise the applicant that upon the filing of a valid tariff within a specified period, an operating authorization will be issued to the applicant, unless the Board finds that it has engaged in unauthorized air transportation or other activities prohibited by the Act or the rules and regulations of the Board between the date of such notification.



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tion and such filing. In the latter event, an operating authorization will not be issued, unless and until a due showing is made by the applicant that it has terminated such unauthorized or prohibited activities, and that the issuance of such authorization would be consistent with the public interest.

(b) No operating authorization will be issued to an applicant who will not have sufficient branch offices, associated companies, affiliated companies, or agents located outside the continental United States to perform pick-up or delivery, consolidation or break-bulk, and to render customs and other necessary services to be performed in conjunction with handling shipments, with reasonable effectiveness for the benefit of the shipping public.

(c) No operating authorization will be issued to an applicant which has, or proposes to have, as owner, partner, manager, officer, director, or stockholder holding a controlling interest, any person who is or has been connected in any such capacity

with any other international air freight forwarder, air freight forwarder, cooperative shippers association, irregular air carrier, supplemental air carrier, or noncertificated cargo carrier, if the letter of registration, operating authorization, or other exemption authority of such carrier was suspended or revoked by the Board on account of acts or omissions which occurred during the time of such connection: *Provided, however*, That an operating authorization may be issued to such an applicant where the Board finds, upon a showing by an applicant, that the public interest and applicant's intention and ability to conform to the provisions of the Act and requirements thereunder are not adversely affected by such relationship.

(d) If, after the filing of an application for an operating authorization, it appears that the applicant has not made a due showing of capability or that the conduct of operations by the applicant might otherwise be inconsistent with the public interest, the Board may on its own motion assign the application for hearing, or may notify the applicant by letter of its intention to dismiss such application. Within 30 days of the date of the mailing of such letter the applicant may make written request for reconsideration and submit such additional information as it believes will make the necessary showing, or request that the application be assigned for hearing, in which case the applicant shall outline the evidence to be presented at such hearing and shall show the need for hearing in order to properly present its case.

(e) In the event that reconsideration or hearing is requested, the Board may, without notice or hearing, approve or disapprove the application in accordance with its determination of the public interest upon the showing made, or on its own initiative may assign the application for hearing.

297.35 *Effective period.* Each operating authorization shall be effective upon the date specified therein, and shall continue in effect, unless sooner suspended, revoked or terminated, during such period as the authority provided by this Part shall remain in effect, or if issued for a limited period of time, shall continue in effect until the expiration thereof unless sooner suspended or revoked.

297.36 *Conditions on operating authorization.*

(a) *Attachment of conditions to operating authorizations.* At the time of issuance, and from time to time thereafter, there may be attached to the exercise of the privileges granted by any operating authorization issued under this Part such reasonable terms, conditions, and limitations applicable to the person named therein as are necessary to carry out the requirements of the Act and the regulations prescribed thereunder.

(b) *Prohibition against holders of operating authorizations having tainted officers or owners.* No holder of an operating authorization shall have and retain as an owner, partner, manager, officer, director, or stockholder holding a controlling interest, any person who was, or is, affiliated in any of said capacities with any other international air freight forwarder, air freight forwarder, cooperative shippers association, irregular air carrier, supplemental air carrier, or noncertificated cargo carrier, under the circumstances set forth in paragraph (c) of § 297.34: *Provided, however*, That such holder may have and retain persons presently or previously affiliated, in the manner described above, where the Board finds that the public interest and the carrier's intention and ability to

conform to the provisions of the Act and requirements thereunder are not adversely affected by such relationship.

297.37 *Nontransferability of operating authorizations.*

(a) An operating authorization shall be nontransferable and shall be effective only with respect to the person named therein or his successor by operation of law, subject to the provisions of this section. The following persons may temporarily continue operations under an operating authorization issued in the name of another person, for a maximum period of six months from the effective date of succession, by giving written notice of such succession to the Board within 60 days after the succession:

(1) Administrators or executors of deceased persons;

(2) Guardians of incapacitated persons;

(3) Surviving partner or partners collectively of dissolved partnerships; and

(4) Trustees, receivers, conservators, assignees or other such persons who are authorized by law to collect and preserve the property of financially disabled persons.

(b) All operations by successors, as above authorized, shall be performed in the name or names of the prior holder of the operating authorization and the name of the successor, whose capacity shall also be designated. Any successor desiring to continue operations after the expiration of the six-month period above authorized must file an application for a new operating authorization within 120 days after such succession. If a timely application is filed, such successor may continue operations until final disposition of the application by the Board.

297.38 *Filing of agreements with foreign agents required.* It shall be an express condition upon the exercise of the privileges herein granted and the operating authorization issued hereunder that any contract or agreement between the holder of such operating authorization and a foreign agent encompassing matters set forth in Section 412 of the Act and entered into prior to, on, or after the effective date of this Part shall be filed with the Board in accordance with the requirements of Part 261 of the Board's Economic Regulations, *Provided*, That agreements entered into prior to the effective date of this Part shall be filed within 30 days after said effective date. Agreements so filed shall be subject to approval or disapproval by the Board in accordance with the provisions of Section 412 of the Act.

297.39 *Prohibition on operations unless tariffs are observed.* No holder of an operating authorization issued pursuant to this Part shall ship property in the capacity of an international air freight forwarder in overseas or foreign air transportation unless it pays the direct air carrier transporting such property the rates and charges specified in the currently effective tariffs of such direct air carrier for such transportation; and no such consolidator shall demand, collect, accept, or receive, in any manner or by any device, directly or indirectly, or through any agent or broker, or otherwise, any portion of the rates or charges so specified in the tariffs of such direct air carrier, and shall not demand, accept, or receive, either directly or indirectly, any privilege, service or facility

NOTE: Agreements between international air freight forwarders and foreign freight forwarders are, of course, subject to the provisions of Section 412 relating to agreements between an air carrier and any other carrier.

(Continued on Page 38)

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except those specified in the currently effective tariff of such direct air carrier.

297.40 Prohibition against shipping property at preferential rates without Board authorization. No holder of an operating authorization shall in his capacity as an international air freight forwarder tender property for transportation at preferential rates for freight forwarders filed by a direct air carrier unless the use of such rates by freight forwarders has been authorized by the Board. When a tariff containing such preferential rates has been filed, any international air freight forwarder may apply for such authorization with the Board, serving copies of the application on all direct air carriers authorized by certificate, permit or exemption to engage in air transportation of property between the respective points. In other respects, such applications and the proceeding thereon shall be governed, as far as practicable, by the provisions of Subpart D—Rules Applicable to Exemption Proceedings—of Part 302 of this Chapter, unless such proceeding is consolidated with a proceeding under Section 1002 (d), (f) or (g) of the Act.

297.41 Prohibition on use of agents of direct air carriers. No holder of an operating authorization issued pursuant to this Part shall tender any shipments (for transportation, wholly or partially by air) in the capacity of an international air freight forwarder to any cargo agent or sales agent of any direct air carrier or to any other intermediary receiving a commission on such shipments from the direct air carrier. Nor shall any holder of such authorization tender any shipment to the direct air carrier for the account or, or on behalf of, any cargo agent, sales agent, or any other intermediary while acting in the capacity of an international air freight forwarder. The payment of a commission by the direct air carrier to such agent or intermediary shall be *prima facie* evidence of a violation of this prohibition by the international air freight forwarder concerned in all proceedings before the Board conducted under the authority of Section 1002 (a), (b) and (c) of the Act.

Provided, however. That the provisions of this section shall not be construed to prohibit an international air freight forwarder from tendering shipments to a direct air carrier which acts as exclusive agent for another direct air carrier for the purpose of accepting forwarder shipments on its behalf.

297.42 Business name of international air freight forwarder. It shall be an express condition upon the exercise of the privileges herein granted and the operating authorization issued hereunder, that any international air freight forwarder, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is authorized under the provisions of this section or under § 297.37.

(a) Except as otherwise provided under paragraph (b) of this section, an international air freight forwarder may do business in the name or names in which its operating authorization is then issued and outstanding, including abbreviations, contractions, initial letter, or other minor variations of such name or names which are readily identifiable therewith.

(b) An international air freight forwarder may do business in such other and different name or names as the Board may permit in said operating authorization or by order, upon a finding that the use of such other name or names is not contrary to the public interest. Any such permission may be made conditional upon the abandonment of the use of the name in which its operat-

ing authorization is issued and outstanding, in air transportation services by the carrier concerned, or otherwise be made subject to such reasonable terms and conditions as the Board may find necessary to protect the public interest.

(c) Slogans shall not be considered names for the purposes of this section, and their use is not restricted thereby.

(d) Neither the provisions of this section nor the grant of a permission hereunder shall be deemed to constitute a finding for purposes other than for this section or to effect a waiver of, or exemption from, any provisions of the Federal Aviation Act, or any orders, or regulations issued thereunder.

297.43 Suspension of operating authorizations. An operating authorization may be suspended by the institution of suspension proceedings in accordance with either the procedure specified in Subpart B of Part 302 of this chapter, or the procedure prescribed in paragraphs (a), (b), and (c) of this section.

(a) Whenever the Board decides to institute a suspension proceeding pursuant to this section, which involves alleged knowing and willful violations it shall issue an order instituting a suspension proceeding. However, whenever it appears that the alleged violations are not knowing and willful, the Board shall, by letter, give the carrier the notice and warning specified in section 9(b) of the Administrative Procedure Act. Such notice shall specifically recite the holder's failure to comply with any provisions of the Act or any order, rule, or regulation issued under any such provision, or any term, condition or limitation of any authority issued under such act or regulation. Such notice shall also afford the holder a reasonable opportunity to demonstrate or achieve compliance with such legal requirements within a specified period of time. At the expiration of such period, the Board may issue an order instituting a suspension proceeding.

(b) Each order instituting a suspension proceeding will specify a period of time within which the holder must file a written response with the Board. In such response, the holder may deny noncompliance or adduce such considerations as it desires to rely upon in order to justify or excuse noncompliance.

(c) In the event such a written response is filed, the Board may assign the proceeding for hearing or oral argument or, in appropriate cases, enter an order of suspension or an order dismissing the suspension proceeding.

(d) Such suspension may continue until the Board finds that such suspended air freight forwarder has complied with the provisions of the Act, or with such rules, regulations, orders, terms, conditions, or limitations or until the expiration of such a minimum suspension period, of fixed duration, as the Board may prescribe. The Board may also order a suspension, of indefinite duration, during the pendency of a docketed revocation proceeding brought under § 297.44.

297.44 Revocation of operating authorizations.

(a) Operating authorizations shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Act or of any order, rule, or regulation issued under any such provision, or of any term, condition, or limitation of any authority issued under said Act or regulation.

(b) An operating authorization shall be revoked without prejudice to subsequent application for a new authorization upon the filing by an international air freight

forwarder of a written notice with the Board indicating the discontinuance of air freight forwarder activities: *Provided*, That the Board may refuse to accept such notice if any proceedings or actions are pending in which an international air freight forwarder's authority may be subject to suspension or revocation action. The failure of any holder of an operating authorization to perform air transportation services as an international air freight forwarder for a period of two years, or the failure of any such holder for two successive periods to file the periodic reports required by this chapter may be deemed by the Board to constitute the filing of written notice indicating the discontinuance of air freight forwarder activities.

297.45 Insurance.

(a) **Cargo.** No international air freight forwarder shall engage in air transportation pursuant to this part unless it shall have on file with the Board any one of the following:

(1) A satisfactory certificate or certificates of insurance evidencing a properly endorsed policy of insurance (CAB Form 350);⁴

(2) Evidence of qualifications as a self-insurer (a self-insurance fund or other qualifications approved by the Board); or

(3) A surety bond.

Any such guaranty shall not be less than the amount prescribed in paragraph (c) (1) of this section, and shall cover risks of loss of or damage to the property it handles as an international freight forwarder pursuant to the provisions of this Part.

(b) **Public liability, property damage and personal injury.** No international air freight forwarder shall engage in the performance of transfer, collection or delivery services pursuant to this Part unless it shall have on file with the Board a satisfactory certificate or certificates of insurance evidencing a properly endorsed policy of insurance (CAB Form 350),⁴ qualifications as a self-insurer (a self-insurer fund or other qualifications approved by the Board) or surety bond in not less than the amounts prescribed in paragraph (c) (2) and (3) of this section, conditioned to pay within the amount of such insurance coverage any final judgment recovered against it on account of bodily injuries to or death of any person, or loss of or damage to property (other than property covered by paragraph (a) of this section) resulting from the negligent operation, maintenance or use of motor vehicles operated by or under its direction and control.

(c) **Minimum liability limits.**

(1) **Cargo insurance.** For loss of or damage to property while carried on or resting in any conveyance or premises; minimum \$10,000 per conveyance or premises. Conveyance includes, but is not limited to, aircraft, motor vehicles, rail and water craft.

(2) **Public liability: property.** For loss of or damage to property occurring at any one time or place; minimum \$5,000;

(3) **Public liability: personal injury.** Claims for bodily injury or death; minimum \$10,000 for any one person and \$20,000 for all persons in any one accident.

(d) **Maintenance of insurance coverage.** The insurance coverage referred to herein shall be kept in effect by the international air freight forwarder at all times

⁴ Available from Publications Section, CAB.

⁵ Available from Publications Section, CAB.

and until such time as the operating authorization may be revoked pursuant to § 297.44 or is otherwise terminated by the Board.

SUBPART E—REPORTING REQUIREMENTS AND REQUIREMENTS FOR THE MAINTENANCE AND RETENTION OF RECORDS

297.50 Reporting requirements. Each holder of an operating authorization as an international air freight forwarder shall comply with the applicable reporting provisions of Part 244 of this subchapter, as amended.

297.51 Records requirements.

(a) Each holder of an operating authorization as an international air freight forwarder shall comply with the applicable record-keeping provisions of Part 249 of this subchapter, as amended.

(b) Each holder of an operating authorization as an international air freight forwarder shall prepare an accurate airwaybill for each shipment consigned for transportation to a direct air carrier by such holder in the capacity of an international air freight forwarder and a copy thereof shall be supplied to the consignor and consignee of each such shipment. Each such airwaybill shall contain:

(1) The following information:

- (i) Name and address of consignor, consignee, and international air freight forwarder.
- (ii) A limitation of liability statement.
- (iii) Number of packages in shipment.
- (iv) Total weight (both actual and dimensional, where applicable).
- (v) Description of commodities.
- (vi) Point of origin and destination of shipment.
- (vii) Declared value of shipment.

- (viii) Date of airwaybill preparation.
- (ix) Name of employee or agent preparing airwaybill.
- (2) The following charges, when applicable.
 - (i) Commodity rate applied.
 - (ii) Total weight-rate charge.
 - (iii) Pick-up and/or delivery.
 - (iv) Excess valuation.
 - (v) Charges advanced.
 - (vi) Assembly or distribution.
 - (vii) Preparation of export documents.
 - (viii) Insurance (liability).
 - (ix) C.O.D. fee.
 - (x) Transportation tax.
 - (xi) Total charges and an indication as to whether charges are prepaid or collect.

(c) Each holder of an operating authorization as an international air freight forwarder shall prepare an accurate manifest showing every individual shipment included in each consolidated shipment consigned for transportation to a direct air carrier by such holder. There shall be set forth in each such manifest the following information:

- (1) The number of the international air freight forwarder's individual airwaybill for each individual shipment within a consolidated shipment.
- (2) Name of the direct air carrier transporting the shipment and the number of the air carrier's airwaybill under which the shipment is transported.
- (3) Date of shipment.
- (4) Weight of each individual shipment and the total weight of consolidated shipment.
- (5) When a consolidated shipment consists of a combination of shipments to be transported to points in the United States and foreign points outside thereof, a clear statement that shipments with a foreign destination are included in the consolidated shipment.

stories out of San Francisco's 19th Century waterfront. Dillon, who specializes in the history of the American West, has mixed a heady cocktail of exciting ingredients which rescues for posterity some little-known dramas which found their origins at the Embarcadero. The characters in these tales are, for the most part, a rough, tough, even eccentric, lot. They make Dillon's book a lusty adventure. Foreword is by William Hogan.

Once in a while a novel stands out by virtue of its being, quite simply, extremely good. Such a novel—incidentally, it happens to be his first—is Hamilton Maule's *Jeremy Todd* (Random House, Inc.; 173 pages; \$2.95). This short book about a 10-year-old boy's sensations upon losing his beloved grandfather, is several things. It is no longer than it has to be; it is written simply but gracefully; it is tender without being at all sentimental; it contains an assortment of completely authentic characters; and—though this is what it isn't rather than what it is—it isn't in the least pretentious, bogus or exhibitionistic. If Hamilton Maule, since the years, was to produce a few more books as excellent as *Jeremy Todd*, that's perfectly okay by us.

Eugene O'Donnell's first novel, *The Night Cometh* (Duell, Sloan & Pearce; 337 pages; \$4.50), is a slashing attack across the threshold of the policy of a passionate plea for justice for the colored people; a startling revelation of the dangerously new shape of hatred for the whites by the oppressed. O'Donnell's central character is Dr. Manuel Erispe, a near-white, who gives utterance to salvos of hatred and despair. His involvement with a near-white dancer and a white nun reveal other parts of Erispe's character, serving to underline the author's central theme.

Wirt Williams knows Louisiana politics well. It is enough to say that he was a political reporter there. Inside knowledge, plus the talent of the novelist, make his *Ada Dallas* (McGraw-Hill Book Co.; 328 pages; \$4.75) a standout. Williams' zest for fast dialogue and melodramatic situations, considerably heightened by an unusual character in *Ada*—despite her shoddy origins, she battles and schemes her way to political power—bring a pulsing, highly readable story of contemporary politics on the state level. *Ada* is custom-built for mass readership, and the major figures swirling around her have been endowed with excellent characterizations. This is a natural for the movies.

Flying Saucerama, by Dr. Frank E. Stranges (Vantage Press; 115 pages; \$3.00) is another one of those writers who is attempting to separate fact from fiction. As a doctor of divinity, the author attempts to rely, to a certain extent, on the support of the Scriptures in his discussion of flying saucers. Result: religious considerations aside, we know as much, or as little, as before.

Martin Williams has placed between covers a goodly number of essays on jazz, written by 17 experts, including himself. His *The Art of Jazz* (Oxford University Press; 248 pages; \$5.00) form what Williams, in his introduction, calls "a critical examination of the evolution of jazz music, a kind of handbook for listeners and critics." In the total it is a delightfully absorbing study, ranging across the decades from ragtime to hard bop.

Arnold Brophy's *Sky Sentry* (Dodd, Mead & Co.; 95 pages; \$2.75) relates the story of the Strategic Air Command in text and photo. It provides a lucid picture of the life of the average SAC crewman, as well as a dramatic underscoring of the SAS in its peacetime role and its wartime potential. Well-presented and reassuring.

BOOKS

(Continued from Page 31)

Story (London House & Maxwell; 462 pages; \$4.50). A brilliant multi-faceted portrait of a complex people, *Bosnian Story* concerns itself with the author's own native town, Travnik, in the early 19th Century, when it served as Bosnia's capital. Diverse characters, drawn with a sharp though loving hand, emerge intensely human mirrors of what Kenneth Johnstone, the translator, calls "Bosnia's beauty, vitality and cruelty." The France of Napoleon and Imperial Austria were the only countries to accord Travnik Consulate status, but the reason was less trade than it was intrigue. Against this historical backdrop Andric has created a masterful exposition of his people and his land, with individual character studies which breathe every dimension of life. American readers must not be denied more from this highly talented author.

And here is another contribution from Yugoslavia—*A Day in Spring*, by Ciril Kosmac (London House & Maxwell; 205 pages; \$3.75). This sensitive novel concerns itself with the writer's return to his Slovene village home, to his "300-year old nest," where seven had lived together and now only Auntie. After 15 years he has come back from exile; he had fled the Italian Fascist oppressors in 1931. Surrounding the tale of a local romance are some memorable descriptions of a

little-known people. Translation is by F. S. Copeland.

Francis Walder's short historical novel, *The Negotiators* (McDowell, Obolensky, Inc.; 166 pages; \$3.50) is a winner of the coveted Prix Goncourt. It is easy to see why. Vividly translated by Denise Folliot, *The Negotiators* is a brilliant journey in depth into the heart of politico-religious war and the delicate art of diplomatic negotiation. Walder has penned a number of unforgettable passages which might well make required reading for everyone, especially political leaders. The time of the story goes back 390 years; its message remains current.

If you've read Leonard Wibberley's novels, you probably know what to expect. His *The Quest of Excalibur* (G. P. Putnam's Sons; 190 pages; \$3.90) is a cheerful whimsy which concerns the 20th Century adventures of King Arthur, the ghost of a nobleman, and a ditch-digger, who, together, go off in a Rolls-Royce to find the sword Excalibur. A secondary plot—here's where romance creeps in—is introduced also. All together they add up to some keen observations on latter-day government and, of course, lots of fun.

Embarcadero, by Richard H. Dillon (Coward - McCann, Inc.; 313 pages; \$4.75) is a grouping of 13 true sea

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1 Here's a popular annual giveaway to Air Transportation's readers — Hinde & Dauch's Executive Appointment Calendar, this one for the year 1966. This 17" x 11" calendar is assigned for work-book, file or desk, and is useful in planning your schedule far in advance.

2 Palmer-Shile's new folder outlines the advantages of trucks engineered and manufactured for specific plant and warehouse materials handling problems. Four pages. Illustrated.

3 Space, a well-illustrated 14-page magazine produced by Hyster, devoted to the subject of materials handling. Includes interesting and valuable case histories.

4 New four-page brochure detailing full specifications for Elwell-Parker's 5,000-pound capacity E-50T4 electric lift truck. Includes diagrams, photos, and analysis of each main working part of the truck.

5 Swissair's 1966 Calendar of Fairs, Exhibitions and Events which lists the names and dates of the world's leading commercial events. A compact, valuable informational piece.

6 Here's a valuable giveaway—Professor Howard T. Lewis' report on air shipping methods. The Harvard Graduate School of Business Administration professor offers some "provocative new yardsticks for evaluating the various air shipping methods available."

7 A new Lewis-Shepard case history describes how "ingenious dimensional planning plus one special narrow aisle truck resulted in 10 carloads of extra storage capacity plus unmatched stocking and order-picking efficiencies."

8 Another Lewis-Shepard case history relates how "a major textile plant achieved a flexible handling system

that offers a faster and more efficient operation, in spite of highly specialized handling problems."

9 Four-color brochure provides dimensions and engineering specifications of the Clarklift C-25, gas-powered fork truck of 2,500-pound capacity.

10 New Hyster four-page brochure illustrates a typical LP-gas fuel system installation on a lift truck, explaining components and operation. Also outlines specific advantages of LP-gas fuel for lift trucks.

11 Another Hyster brochure describes the company's exclusive Monomast upright which gives the lift truck operator a full view of forks and loads, making driving and load handling easier and safer in confined or obstructed areas.

12 Two bulletins describe and illustrate Baker's 3,000- and 4,000-pound capacity gas-powered fork trucks.

13 How Caterpillar Stays on Top of the Export Market, reprint of a photo story which follows a tractor component from its manufacture in the Midwest to its airshipment and ultimate use in a foreign country. Interesting case history.

83 Eight-page directory listing the air carriers providing cargo services to and from Puerto Rico, as well as frequencies and rates.

84 Handy folder which describes the freight forwarding services of Barnett International Airfreight Corp. Includes rates from the New York gateway to 123 key cities throughout the world.

85 Going on a business trip abroad? You may want to read *Very Important Pointers*, a new 25-page guide published by Air France. Gives helpful hints: simplified passport and visa information; climate charts; departure check lists; etc.

86 A case history bulletin published by Lewis-Shepard Products, Inc., tells how a major paper merchant saves \$70,000 in floor space at one warehouse through unique plant layout and proper integration of materials handling equipment.

87 Two-page bulletin which provides details on three types of reusable shipping containers which have been developed to meet the requirements established by the Air Transport Association.

88 New eight-page booklet, *MHA-200 Standard Specifications for Hand Chain Hoists*. Contains tables and recommended minimum standards on differential, worm-gear, and spur-gear (or equivalent) types of hand chain hoists, hook or lug suspensions and plain or geared trolley.

89 Six-page folder produced by Elwell-Parker features the firm's R-10T series of heavy-duty 6,000- to 10,000-pound capacity industrial trucks. Includes specifications.

90 How smart planning and a single narrow-aisle truck resulted in considerable additional storage capacity is described in another new Lewis-Shepard case history bulletin.

91 Newly issued folder which details current foreign bank note rates for all countries, and foreign money regulations.

92 Rapistan's new conveyor product, the Flow Control Register, is described in an illustrated four-page folder.

93 How to achieve fast, low-cost handling of 10,000- to 12,000-pound loads is told in a new eight-page brochure describing Hyster's new Challenger 100-120 series lift trucks.

94 A materials handling booklet describes in detail the "outstanding engineering developments and unusual construction and operating features" related to Gerlinger Carrier's line of heavy-duty fork lift trucks. Capacities range from 8,000 to 40,000 pounds.

NEW EQUIPMENT

(Continued from Page 13)

that because of the hydraulic system, the unit is safe in operation, with fluid pressure holding the load, rather than an operator as in a mechanical system. No lifting handle or open gears are incorporated into the unit that constitute a danger from clothing catching during operation. Optional equipment includes a floor lock for applications where conditions require it, floor protective wheels and pipe runners to assist loading onto trucks. Weight of the Little Dickie is 204 pounds.

A 2,500-pound capacity gas powered fork truck has been added to the Clarklift line of fork-lift trucks produced by the Industrial Truck Division of Clark Equipment Company. Named the C-25, the unit has cushion tires and is designed for indoor handling and tiering. Engineered for operations in compact areas, the unit has a turning radius of 64" and requires an aisle only 75" wide, plus load length, for right angle stacking. It will travel eight miles per hour both forward and reverse and will climb a 23% grade loaded, Clark said. With a standard upright it has a lift speed of 75 feet per minute loaded and a lowering speed of 80 feet per minute loaded. A Hi-Lo upright is available optionally. Lift-lower controls and forward-reverse controls are mounted on the steering column within fingertip reach of the operator.

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